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158 NEW CARS REVEALED

EVERY NEW CAR

NEW VW GOLF 8

NEW JAG XJ

DEFENDER IS BACK

MUSTANG: NOW AN EV

ALL-NEW S-CLASS

REBORN CORSA VXR

NEW CARS 2020

21-PAGE PREVIEW What to buy and when to buy it

MINI GOES ELECTRIC

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AUDI'S 591BHP RS6

BIGGER FIAT 500

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Official WLTP fuel consumption figures for the Audi A1 & Q5 in mpg (l/100km) from: Combined 30.7 (9.2) – 117.7 (2.4). NEDC equivalent

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Image for illustrative purposes participating centres only. Vehicle must be ordered between 3 – 12 January 2020 and registered by 31 March 2020. Saving of £500, £1,000, £2,000 or £3,000 depending on the selected offers. Offer may be withdrawn at any time. Ask your centre for further details or visit audi.co.uk

CO_2 emissions: 177 – 49g/km.

real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new and will be used to calculate vehicle tax on first registration. For more information, please see audi.co.uk/wltp or consult your Audi Centre. Data correct at 25/11/2019. Figures quoted only. *UK residents 18+. Subject to status. T&Cs and exclusions apply. Offer available to retail customers who purchase a new Audi (excluding RS models) in cash or with retail finance from model. Maximum £3,000 saving applies to A7, A8, Q7, Q8, R8 and e-tron. Saving inc VAT will be applied to the retail invoice. Subject to availability. Offer may be combined with all current

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Fuel economy and CO_2 results for the new BMW 330e range mpg (l/100 km) (weighted combined): 176.6 (1.6) to 201.8 (1.4). CO_2 emissions (weighted): 38–37 g/km. Equivalent all-electric range: 34–37 miles. Electric energy consumption per 62 miles/100 km (weighted combined): 15.4–14.8 kWh. Figures are for comparison purposes and may not reflect real life driving results which depend on a number of factors including the starting charge of the battery, accessories fitted (post registration), variations in weather, driving styles and vehicle load. They were obtained using a combination of battery power and fuel. The BMW 330e is a plug-in hybrid vehicle requiring mains electricity for charging. All figures were determined according to a new test (WLTP). The CO_2 figures were translated back to the outgoing test (NEDC) and will be used to calculate vehicle tax on first registration. Only compare fuel consumption, CO_2 and electric range figures with other cars tested to the same technical procedure. *Test drive subject to applicant status and availability. Participating Retailers only. Model shown: BMW 330e Sport.

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COMMENT

THE CARS AND CAR MAKERS THAT FACE CRUNCH TIME IN 2020

FEW CARS IN 2020 need to succeed as much as the Aston Martin DBX. When the launch of the SUV comes with the opening of a new factory in which to build it and the minute-by-minute financial scrutiny that is part and parcel of being a listed company, that pressure intensifies.

Financial scrutiny and scepticism never seem to have held back Tesla, though, which has a knack of revealing new cars and securing deposits just as the doubting voices make themselves heard. Yet we're now up to four Teslas revealed but not yet on sale. Time to start delivering.

There will be deliveries of two iconic nameplates in 2020, with the reborn Land Rover Defender and the Ford Mustang Mach-E. The debate over the Defender's styling will seem mild if it can't mix it over the rough stuff, yet that's nothing compared with how some purists felt about applying the Mustang name to an electric car. Unlike with the Defender, they probably won't ever be won over, however special it is to drive.

Those are just a few of the 150-plus new cars due to be launched in 2020, as our huge preview of the year ahead reveals (p41). Whatever challenges the industry faces, creating interesting cars with great stories to tell isn't one of them.

Mark Tisshaw Editor
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NEWS

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Next-gen GT86/BRZ is on the way

Toyota and Subaru team up once again to create a new, more powerful sports car

Toyota and Subaru are ramping up development of a successor to the GT86 and BRZ sports cars – and Autocar has learned that the Toyota version will be rebranded as the GR86.

The GT86 and BRZ were launched in 2012, and their future had been in doubt because of relatively low sales. But both companies have committed to developing a replacement, with the Toyota version a key part of the brand's growing performance car line-up.

Toyota boss Akio Toyoda is a major proponent of using performance models to boost the brand's image under the Gazoo Racing division, which also includes Toyota's various motorsport programmes. The original GT86 pre-dated the creation of that brand, which started with the GR Supra and will also include the GR Yaris, the first model developed purely by Gazoo Racing. The next GT86 is set to be rebranded to bring it in line with that nomenclature.

The next-gen sports car will feature some substantial changes from the existing model. While the original was built on a Subaru platform, the firm's current architectures are not suited to rear-drive cars, so Autocar understands the new model is set to be built on Toyota's TNGA platform.

While Toyota underpinnings will be used, Subaru is expected to once again take the lead with powertrain development. Autocar understands the car is likely to retain a flat-four 'Boxer' engine, with reports in Japan suggesting that the existing 2.0-litre naturally aspirated unit will be switched for the turbocharged 2.4-litre powerplant currently used in the Ascent, Legacy and Outback models.

That engine produces 255bhp in the Ascent, a figure that would represent a significant upgrade on the outgoing model's output. Forced induction would also provide a substantial torque upgrade over the old car, too, providing a draw for those who weren't satisfied with the performance of the outgoing GT86 and BRZ. Both brands may wish to retain the drivability and character of a naturally aspirated unit, but this needs to be balanced with what buyers are demanding – and that appears to be the on-tap grunt of a turbocharged unit.

Toyota and Subaru will also want to improve the aesthetic appeal of the new car, both inside and out. The old GT86

Original GT86 pre-dated Gazoo Racing division

Subaru BRZ was the same car with a different badge

New Toyota GR86 (left) and Subaru BRZ should be faster

and BRZ were widely criticised for their low-rent cabin, so expect improvements in technology, material usage and fit and finish. Whether or not the model becomes more of a true four-seater in order to really help it stand up against more practical rivals remains to be seen.

Such changes – particularly the power upgrade – would be likely to see the price of both cars increase. However, both brands will be conscious of the close proximity of more premium models, such as the Audi TT and BMW Z4. Toyota won't want to tread on the toes of its own Supra, either, particularly in Japan where a four-cylinder version of the reborn sports car is offered.

The second-generation BRZ and GT86 will build on expanding links between Subaru and Toyota. As well as the sports car, the two firms are teaming up to develop a new EV platform and electric SUV.

LAWRENCE ALLAN

TOYOTA WEIGHS UP SPORTS HYBRIDS

Toyota is considering hybrid versions of future performance car models – but only once the weight of the systems are reduced.

The Japanese firm is in the process of electrifying all of its models, with a heavy focus on hybrid systems. But the new GR Yaris (first drive, p24) will only be offered with a three-cylinder, 1.6-litre turbocharged petrol engine, despite 80% of Yaris sales expected to be hybrid.

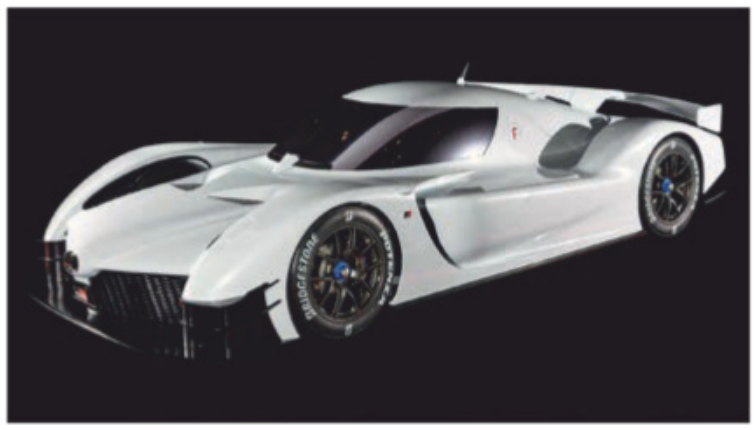
Naohiko Sato, chief engineer of the GR Yaris, said that while a hybrid system would fit in the car and was under evaluation, Toyota didn't believe it was currently suitable for performance cars.

"Right now, if we chose an electrified powertrain for a sports car, it would be heavier," said Sato. "We decided it's not the right way to go right now. Maybe when the technology gets better and we have new technology allowing lighter powertrains, it could be good.

"Right now, the Prius and RAV4 plug-in hybrids can have big batteries because they're not sports cars, but it is best not to have a big battery for a sports car."

GR Yaris: shuns hybrid power for turbocharging

THE GAZOO RACING RANGE



TOYOTA GR SUPER SPORTS
Arriving: 2021
Road-legal version of forthcoming Le Mans racer will serve as range-topping 'halo' model, built in very small numbers.

GR YARIS
Arriving: Late 2020
Four-wheel-drive, 247bhp-plus hot hatch brings World Rally Championship learnings to Yaris range.

GR SUPRA
On sale: Now
Famed two-seat grand tourer has been reborn through partnership with BMW.

GR86
Arriving: 2021 (est)
Second generation of rear-wheel-drive coupé will be brought in line with new GR branding.

Rotary unit fits in engine bay alongside electric motor

Mazda rejects 'big-battery' EVs

Japanese firm will use small batteries for less CO_2; rotary engine to be range extender

Mazda says it will never build a 'big-battery' electric car, because it believes such vehicles are less environmentally friendly than even conventional diesel-powered models, judged over a whole energy life cycle.

Speaking in Portugal at a prototype test drive of the upcoming MX-30 electric car, Joachim Kunz, head of product development and engineering at Mazda Europe, said the firm has studied the CO_2 emissions of building a vehicle "from extraction to disposal".

Citing a study by a Japanese university using the average CO_2 output of the European grid, Kunz said an EV with a 95kWh battery has such a disadvantage of embedded CO_2 at the point of sale that a new Mazda Skyactiv diesel car will probably be more CO_2 efficient across its lifetime, even if the EV's battery pack is not replaced at 100,000 miles.

Kunz said Mazda has calculated that an EV with a 35kWh battery makes more sense environmentally because, by around 50,000 miles, such an EV starts to show lifetime CO_2 savings over a diesel Mazda.

Another claimed advantage of the MX-30 concept is that it has more range per kWh of battery than many rivals, thought to be because the smaller battery weighs much less than a larger unit, reducing the amount of energy needed to move the vehicle.

The production version of the MX-30, due in mainland Europe later this year and the UK in early 2021 priced at €34,000 (£30,000), will have a 35kWh battery. That will drive an electric motor with 141bhp and 195lb ft of torque and give a range of around 130 miles. The lithium ion battery pack is made in Japan by Panasonic.

Most car makers agree that the average European driver covers around 35 miles per day so Mazda argues that the MX-30 will have enough range for the majority of owners as well as being a genuinely "low-CO_2" vehicle across its lifetime.

Kunz told Autocar that for longer-distance drivers who want a low-CO_2 vehicle, Mazda is currently developing a new range-extender system that uses a compact rotary engine. An early static prototype of such a system was on display at the MX-30 driving event in Portugal.

Kunz said it is too early to reveal any technical details about the future rotary engine. He added that specific future legislation – such as permitted fuel tank size – will guide the power and range of the production version.

However, Autocar can reveal

Mazda's comparison found whole-life CO_2 favours small battery

MX-30 will spawn a £30k EV that will appear this year

that the engine, generator and control electronics fit easily into the right-hand side of the engine bay, which it shares with the electric motor and its control equipment. The engine's rotor housing is just 75mm deep and the engine uses a single spark plug and is started by the generator.

This is not the first time that the company has experimented with using its signature rotary engine as a range extender. In 2011, Mazda built a prototype 2 range extender that used a small rotary engine mounted under the boot floor.

Mazda's engineers have also tuned the torque delivery of the MX-30's electric motor to be less frenetic than is often the case with EVs, reasoning that they want the MX-30 to feel less like a dramatic change from a typical internal combustion engine vehicle.

Ultimately, however, the Japanese brand is showing some bravery in disputing the prevailing wisdom around battery-electric vehicles, by insisting that a modest 35kWh unit is as 'green' as a vehicle battery is likely to be.

HILTON HOLLOWAY

Jeep plots PHEV Wrangler and small new EV

JEEP WILL FOLLOW the launch of its plug-in hybrid Renegade SUV with a plug-in hybrid Wrangler and even an electric SUV, company insiders have revealed to Autocar.

Although the plug-in hybrid (PHEV) model is unconfirmed for right-hand-drive Wranglers, Europe is believed to be a key market for a PHEV model, despite the Wrangler's modest volumes there.

A PHEV model is necessary to dramatically reduce the CO_2 that the rugged 4x4 produces, in order to help Jeep and its Fiat Chrysler Automobiles (FCA) parent to avoid big fines under the fleet average emissions targets for 2020.

Currently, Jeep's range is a long way from the 95g/km target, even allowing for the weighting of heavier cars, and the Wrangler is one of the most polluting models. Even the most frugal variant currently emits 195g/km of CO_2. It would appear that FCA is worried that it won't be able to meet the target in time, which is why last April it announced it will pay hundreds of millions of euros to Tesla to pool its fleet with the electric car brand in an effort to avoid emissions-based fines.

A petrol-electric Wrangler would be likely to use an uprated version of the four-cylinder plug-in powertrain of the Renegade PHEV. That has a combined system output of 237bhp, courtesy of a 177bhp 1.3-litre engine mated to a 134bhp electric motor powering the rear axle.

Expect the petrol engine capacity to increase for the much heavier Wrangler. The system manages a 31-mile all-electric range in the Renegade but again will need to be uprated to achieve the same in the Wrangler.

Renegade plug-in hybrid has a 31-mile electric-only range

A compact SUV is also in the product plan. It will be smaller than the Renegade, as well as fully electric, and is expected in 2022. Beyond that, an all-new Cherokee is in the works along with the much-discussed 'Wagoneer', a seven-seat flagship model.

Revealing the Renegade PHEV in cutaway form, Jeep's head of product marketing, Marco Pigozzi, said the firm intended for the new model "to sell in volume" and, to that end, the Renegade PHEV would be priced "aggressively".

Wrangler will get a PHEV to help Jeep cut its range's CO_2 output

CUPRA FORMENTOR SET TO RETAIN SHOW CAR'S LOOK

Prototypes of Cupra's upcoming Formentor SUV coupé have been seen testing with styling nearly identical to that of last year's Geneva show car. The model is expected to go on sale in the latter half of this year and be delivered to customers towards the end of 2020. The launch powertrain is likely to be a 242bhp plug-in hybrid system.

SPY SHOT
CUPRA FORMENTOR

PSA-FCA set out merger vision

Bosses have spelled out future plans after signing legally binding merger agreement

PSA CEO Carlos Tavares (left) with FCA CEO Mike Manley

The merger between the PSA Group and Fiat Chrysler Automobiles (FCA) will deliver "new, leading and clean mobility solutions" that are affordable for the masses, according to PSA Group CEO Carlos Tavares.

The merger, formalised in December and to be processed and finalised over the next 12-15 months, will create the fourth largest car-making group, with around 8.7 million sales worldwide. It is estimated to result in £3.1 billion of cost savings as a result of numerous "synergies", including shared investment and development in vehicle platforms, engines, components and technology.

Answering questions about the shape of the brand's future line-ups at a press conference, Tavares said the major focus is on products that don't just meet emissions regulations but that buyers actually want.

He said: "We cannot say having zero-emission cars on sale in Europe is enough... If clean mobility is expensive mobility, then that does not meet the requirements of either of our customers.

"We will achieve affordable *and* clean mobility via volume-scale effect, allowing us to improve the value of the supply chain, manufacturing and development."

More than two-thirds of PSA-FCA's production will be focused on two platforms – one for small cars, another for compact/mid-sized machines. Each will account for around three million cars annually. Although unconfirmed, these are likely to be the PSA Group's CMP and LMA2 platforms, both of which are capable of running combustion, hybrid and full-electric powertrains.

The PSA Group is ahead of FCA in its electrification effort and future Fiat products will likely be reworked to sit on PSA architecture. FCA CEO Mike Manley admitted that its current volume per platform is "significantly below where it should be".

Restructuring is a core part of the deal, but both CEOs insist that cost efficiencies will not be improved by plant closures. Without categorically stating that no jobs will be lost, Manley said: "We're confident that when we look at overall capacity in Europe, it will reach competitive utilisation by 2022/2023."

PSA-FCA will focus on its core markets of Europe, North America and Latin America – but it will "reshape the strategy in other regions". In particular, both firms have struggled in the vital Chinese market in recent years, with Tavares stating that both he and Manley will "have a diagnosis" for how to solve this.

While the PSA Group retains a strong market presence in Europe through Peugeot, Citroën and Vauxhall-Opel, FCA has a stronger position in North and Latin America due to the success of Jeep and, in particular, Ram Trucks.

The deal will also allow for increased investment efficiency in future technology, including electric vehicles and autonomous systems.

The PSA Group is in the process of launching a number of EVs, including the Peugeot e-208 and Vauxhall Corsa-e, while FCA is prepping an electric version of the Fiat 500. Existing projects such as this, confirmed before the merger, will be continued, Manley said, and until the merger is completed in early 2021, no joint work on new projects can begin.

The merger agreement also confirms the management structure of the new group. Tavares will take day-to-day charge as group CEO, with existing FCA chairman John Elkann serving as group chairman. Manley will be given a "senior executive role".

Tavares claimed the merger will be "cash positive in year one" – a remarkable feat. He said: "We can share many, many things from year one... We can cross the abilities of both companies quickly."

JAMES ATTWOOD

FCA AND PSA: HOW THE TWO COMPARE

2018 results

FCA

EMPLOYEES	MARKET CAP	REVENUES	NET PROFIT	VEHICLES SOLD
199,000	£17bn	£95bn	£3.1bn	4.6m

PSA

EMPLOYEES	MARKET CAP	REVENUES	NET PROFIT	VEHICLES SOLD
211,000	£20.3bn	£64bn	£2.4bn	3.9m

Bowler specialises in performance and rally-raid Land Rovers

Jaguar Land Rover buys Bowler for SVO

JAGUAR LAND ROVER'S Special Vehicle Operations (SVO) arm has acquired Bowler, the off-road Land Rover tuner, securing its future following administration.

Bowler rose to fame tuning Land Rover models and specialises in off-road performance cars and rally-raid competition cars.

JLR, which bought Bowler for an undisclosed sum, said the specialist has expertise in "all-terrain vehicle dynamics, low-volume production techniques, and proving the durability of components under extreme conditions", all of which is "highly sought-after".

JLR added that SVO is a "fast-growing business that amplifies the key attributes of Jaguar and Land Rover vehicles to create distinctive world-class products – including SV, Vehicle Personalisation and Classic". Bowler, as a fourth business unit, is "a natural fit", said JLR.

In 2012, Bowler formed a brand partnership with JLR that led the 2014-16 Defender Challenge by Bowler rally series.

SVO boss Michael van der Sande told Autocar that there was a two-part plan for Bowler. He said the first is to stabilise the business for six months to a year, "giving it the organisation and investment it needs".

The business will remain at its base in Belper, Derbyshire. A day-to day team of 26 staff will remain, but "some people will no longer be involved", said a spokesman, given the change in shareholders.

The purchase will be seen by many as a shrewd move by JLR, given its long-standing objection to Land Rover tuners taking business away. A number of tuning and styling firms exist predominantly for Land Rover models, including Overfinch, Twisted and Kahn.

In 2017, Land Rover design boss Gerry McGovern vowed to put third-party styling houses and tuners out of business by creating better variants of the brand's models through its SVO division. However, Bowler is somewhat of a niche firm, given its all-terrain and rally expertise, an area in which JLR will be keen to capitalise.

BOWLER WILL FIT IN WELL AT SVO

MATT PRIOR

Bowler has long had a good relationship with Land Rover, doing the things the car maker can't or hasn't been interested in doing.

Bowler is not like most aftermarket tuners of Land Rovers. Instead, I think it has reminded people just how capable Land Rovers are, basically brand building for the grubby, durable, tough side of Land Rover, adding some welcome hobnail boot to the half-suede brogue you sometimes find at Gaydon.

In our contact with Bowler, we've been impressed by the integrity and professionalism, and the depth of bespoke engineering, which also runs to Bowler's aftermarket components to upgrade Land Rovers, and its good business of modifying and restoring older Land Rovers.

So it's easy to see how Bowler can fit within Land Rover's SVO. I hope it doesn't lose its independent, pioneering spirit.

UNDER THE SKIN

JESSE CROSSE

SMALL MOTOR PUNCHES ABOVE ITS WEIGHT, LIKE THE FIRM BEHIND IT

Off-the-shelf powertrains can be tailored to individual needs for plug-and-play EV manufacturing.

MORE DETAILS HAVE emerged about Swindon Powertrain's ready-to-go compact 'crate' EV powertrain, which is on schedule for a June launch. The unit is billed as a 'high power density' (HPD) powertrain, so named because the firm claims the highest power-to-volume ratio on the market.

Electric drive units could potentially become a big thing in EVs, providing a cost-effective, off-the-shelf solution for smaller manufacturers and niche markets, from quad bikes through to sports cars, mid-sized cars and light commercial vehicles such as vans. The HPD weighs only 70kg in total and the target was that it should fit in the engine bay of an original (classic) Mini, but it could be used on the front or rear axle of a vehicle, or both to provide four-wheel drive.

The powertrain consists of a DC permanent-magnet brushless electric motor supplied by iNetic. The DC motor produces a peak of 107bhp (what a driver would demand in flat-out acceleration), with a continuous rating (distance cruising) of 54bhp. Both the motor and the inverter are available on the market and have been chosen because they are extremely small and light.

The motor revs to around 15,000rpm, driving through a single-speed drop-down gearset to the final drive. The integral inverter providing the current control to and from the motor during power and regeneration cycles is mounted directly on top of the package. Because of that, the length of heavy and expensive high-voltage copper cabling is reduced to a mere 500mm.

Continued development includes refining and calibrating the system. Although electric drivelines are, by their nature, much smoother than combustion engine types, they still require noise, vibration and harshness (NVH) tuning to avoid a shortfall in refinement, which ironically can be emphasised by the fact that EV drives are so quiet. Refining a combustion engine is a much bigger challenge because, every time combustion happens, vibration is caused by the piston being accelerated down the cylinder at a huge rate of knots. Careful calibration, torsional vibration crankshaft dampers, balancer shafts and dual-mass flywheels are all designed to smooth out vibration caused by the natural imbalance of reciprocating engines.

Since electric motors rotate rather than reciprocate, they don't suffer from the same problem. But to a much lesser extent, they do suffer from 'torque ripple' caused by the permanent magnets on the rotor naturally wanting to align with each segment of the stator windings. It's a little like a rotating light switch that clicks to each position. No mechanical fix is needed, torque ripple is taken out in the motor controller software and it's something all EVs need.

Swindon Powertrain has high hopes for its HPD and, since it was announced in October 2019, the company has taken more than 300 enquiries and been contacted by three OEMs. The initial capacity will cope with building up to 500 units a year but that could be doubled if demand is high.

CLEANER PETROL EMISSIONS

Next-generation direct-injection petrol engines are seen as playing a major part in the run-up to an EV universe, but a downside is that they can suffer from particulate emissions. The Particle Reduced, Efficient Gasoline Engines (PaREGEn) project, co-ordinated by Ricardo and running since early 2019, is aimed at reducing CO_2 in these engines by 15% while controlling particle emissions as small as 10nm (10 billionths of a metre – 10 times smaller than a virus) in diameter.

Is China set to bounce back?

World's largest car market shrank in 2018 and 2019 but there's optimism about 2020

The automotive industry has long regarded China as the locomotive of global earnings. And for much of the past decade, things couldn't have been better.

As new-found levels of wealth poured into China's middle class during a sustained period of economic growth after the 2009 recession, sales in the world's largest car market soared to lofty new heights. Sales of cars in China eventually reached a peak of 28,879,000 in 2017 – a figure that represented more than a quarter of all cars sold globally that year.

With a seemingly never-ending stream of earnings driven by their success in China, profits at many established Western car manufacturers and younger Chinese automotive entities surged.

At the time, the general prognosis was that the uninterrupted demand for both passenger cars and commercial vehicles in China would continue on the back of newly enacted stimulus measures for electric vehicles, as well as the opening up of important markets in the country's largely untapped western regions.

Then came 2018, when the Chinese economy unexpectedly shrank and the world's largest car market contracted for the first time in more than two decades.

At first, many were quick to dismiss the 6% reduction in annual sales as a mere blip. Since then, however, the drop in car sales in China has accelerated. Against the backdrop of a US-China trade war and continued uncertainty in global financial markets, car sales in China have recorded year-on-year reductions for all but one of the past 17 months up to the end of November 2019.

For the more financially stable of China's long list of domestic car makers, including the major state-owned manufacturers – SAIC, BAIC, FAW, GAC, Changan and Dongfeng – the historic downturn in car sales has proven a true test of resilience. It has come at a time when they find themselves being forced to invest heavily in technology for battery-electric vehicles, autonomous driving functions and, as part of a new package of Chinese government directives, hydrogen fuel cell drivelines.

The drop in sales has also eaten into the previously healthy profits of Western car makers with joint-venture operations in China. For instance, with a dramatic 33.96% drop in sales in November 2019, General Motors' annual sales in China were down 17.94% for the first 11 months of last year.

Even more dramatic is the situation at the Changan and Peugeot-Citroën joint venture, which is being dissolved after eight years of operation and total investments of more than £1 billion.

At the same time, the continued sales slump has resulted in some unprecedented belt-tightening among the leading privately owned Chinese car makers, including Geely, Great Wall Motors, BYD, Chery, Brilliance and JAC, many of which faced another annual fall in sales in 2019 after what was already considered a watershed year in 2018.

For the smaller of China's domestic car makers, including a number of fancied EV start-ups, the dearth of sales has proved disastrous to the point of becoming life threatening.

Rarely a month went by in 2019 without the news that one Chinese car maker or another had been forced to seek financial assistance to keep its operations afloat. In recent months, the likes of Zotye and Lifan have faced court hearings as creditors circled to recoup their investments and cut their losses.

For some like Hawtai, which quietly shuttered its production operations earlier this year, the downturn has apparently proved fatal. Although it has yet to be confirmed, the Beijing-based brand, which sold 129,232 cars in 2017, is claimed to have gone into receivership.

The fractious business environment for car makers in China has also thrown the plans of many of the newly established Chinese EV start-ups into disarray. While the likes of Nio, WM Motor (Weltmeister) and Xpeng Motors continue to pick up pace with the introduction of new models, their collective monthly sales remain well below earlier projections because of the

1.2m
The total number of plug-in vehicles sold in China in 2018

Nio is one of China's promising EV start-ups, with cars like the ES6

Fewer new cars are hitting China's roads since 2017 sales peak

VW launched the Jetta brand in China last year

depressed state of China's new car market.

One result of the difficult automotive industry conditions in China right now is the availability of cheap production facilities. Faced with over-capacity, traditional Chinese makers are teaming up with an ever-growing number of start-ups to keep their factories, often subsidised by local governments, running.

Last year, Bordrin announced that it had inked a deal with FAW Xiali to produce its first model, the iV6 – a Tesla Model Y rival – at a factory in the north China port city of Tianjin.

The co-operation is similar to the one already being operated by Nio and JAC in Hefei – a venture so successful that Nio has scrapped plans to establish its own production facility in Shanghai. Similarly, Xpeng Motors operates a co-operation with Haima for the production of its G3 in Henan.

China's EV ambitions encountered an unexpected headwind last year when sales of EVs recorded five consecutive falls through to the end of November on the back of reduced subsidies.

Sales of battery-electric vehicles in China during the first 11 months of 2019 totalled 832,000 – a year-on-year increase of 1.3%. But with sales down in every month since June, earlier projections suggesting that annual sales would top one million in 2019 appear wide of the mark.

Despite the pessimism surrounding the EV sector, however, a recent reduction in losses for traditional combustion-engined car sales in China has spread optimism of a return to a more positive outlook for 2020.

Volkswagen, which successfully introduced the Jetta brand to the Chinese market in 2019, is just one of the establishment suggesting the worst is over and a turnaround is on the way.

Within the next 12 months, the German car maker plans to invest more than £3.3bn in its China operations, with 40% of that in the EV field, including manufacturing, infrastructure construction and research and development.

GREG KABLE

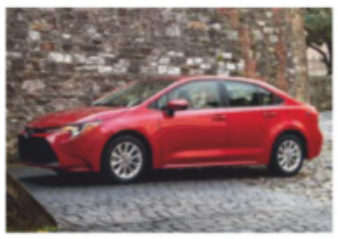
MOST POPULAR CARS IN CHINA*

*In the first six months of 2019

Volkswagen Lavida
287,173 sold

Nissan Sylphy
237,226

Haval H6
205,592



Toyota Corolla
203,864

Wuling Hongguang
194,144

Damien Smith

RACING LINES

Verstappen and Leclerc will aim to dethrone Hamilton

HOW VERY FORMULA 1 to focus on 2021 before this new season is even born. That's down to a virulent driver 'silly season', in which Lewis Hamilton and his Ferrari flirtation will take centre stage, and the new technical rules designed to improve the racing spectacle next year. But hold the horses: it's January. Let's get excited about 2020 first, as we gaze into the void of a season ripe with promise.

Hamilton needs seven more grand prix wins to equal Michael Schumacher's record of 91, as he also chases the German's benchmark of seven world titles. But the 'new-gen' chargers, led by Max Verstappen and Charles Leclerc, will pick up from where they left off in 2019 and bid to dethrone him. Then there's Sebastian Vettel: can he break the perception of a career in the throes of a long, slow decline? We asked that last year, too, but now an answer is vital if he is to have an F1 future beyond this year.

In the World Rally Championship, new king Ott Tänak will engage once more with the man he's dethroned, six-time champion Sébastien Ogier. Both will wear new colours. Estonian Tänak has abandoned Toyota despite his title success in favour of Hyundai, creating a tasty intra-team dynamic with spiky incumbent Thierry Neuville. Meanwhile, Ogier has quit Citroën – which has promptly departed the WRC in a French strop – to fill Tänak's still-warm seat at Toyota. In their hands, world rallying is at long last enjoying a new golden era.

Another era is fizzling out with barely a whimper in the World Endurance Championship. Even more than F1, it's the (near) future where the intrigue lies. Toyota is likely to claim a hat-trick of wins at the Le Mans 24 Hours as the final curtain for the once-great LMP1 class falls, before Gazoo Racing takes on Aston Martin in the WEC's shiny, new hypercar code. A shame we can't skip the pages and flick straight to 5 September for the first round, at Silverstone.

The British Touring Car Championship rides again from March, with Colin Turkington bidding to become the series' outright most successful driver, in terms of titles – he wants to 'claim the fifth' in his BMW 3 Series. Meanwhile, record race winner Jason Plato is bound to be back to chase a personal ton. At the final round of 2019, he broke a lengthy drought to score his 97th BTCC victory. Has he really got three more in him? One thing is sure: he'll back himself to do it.

> "Colin Turkington wants to 'claim the fifth' for BMW in the BTCC"

GET IN TOUCH
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MOTORSPORT IMAGES

Winners and losers of 2019

Our end of year report reveals which car makers did well in the UK – and who could do better

The final 2019 registration figure for new cars in the UK is expected to be close to 2.3 million, which would represent a 2.8% drop on 2018 and a fall of 14.6% from the 2016 peak of just under 2.7m. Another decline is expected in 2020, to 2.2m if the Brexit process goes relatively smoothly. If the chaos and indecision of 2019 gets worse in 2020, then a fall to 2.0m or below is entirely possible.

ALFA ROMEO

2018 market share: 0.18%
2019 market share: 0.15%

Alfa Romeo's long-heralded rebirth is proving hard to deliver. Once its FCA owner is merged with PSA, will the group sell Alfa to someone who thinks they can do a better job?

ASTON MARTIN

2018 market share: 0.06%
2019 market share: 0.07%

Rarely has the future of a company depended so heavily on a single new model. If the DBX is a hit, Aston survives as an independent business. Otherwise, it could sink under the weight of its debts.

AUDI

2018 market share: 6.07%
2019 market share: 6.02%

For the second successive year, Audi has struggled to homologate engines for the first round of WLTP emissions tests. Now it faces the second round of WLTP: it promises to do better this time.

BENTLEY

2018 market share: 0.07%
2019 market share: 0.07%

The news that the Bentayga has failed to make much difference to Bentley sales is both good and bad news for Aston: it is a weak competitor, but it also shows that not every luxury SUV succeeds.

BMW

2018 market share: 7.27%
2019 market share: 7.20%

BMW's slice of the market has been fairly steady this year, but increased variant availability of the new 3 Series might lead to a boost in 2020.

Duster stands out from the SUV crowd

CITROEN

2018 market share: 2.10%
2019 market share: 2.22%

It has tried to pivot from Picasso MPVs to Aircross crossovers and renewed its comfort focus but success has been modest.

DACIA

2018 market share: 1.02%
2019 market share: 1.32%

The new Duster has led to a surge in market share. In a crowded small SUV market, the no-nonsense crossover really has a niche all to itself.

DS

2018 market share: 0.21%
2019 market share: 0.18%

DS's shrill insistence that it is 'premium' is like a scandal-

encrusted politician insisting that he has 'integrity': if you have to mention it, you probably don't have it.

FERRARI
2018 market share: 0.04%
2019 market share: 0.05%
Ferrari doesn't sell its cars so much as accept orders. The forthcoming crossover is an inevitability and should make Aston Martin concerned for the long-term appeal of the DBX.

FIAT
2018 market share: 1.74%
2019 market share: 1.45%
Some 80% of Fiat's sales are city cars. Yet Fiat recently said it wants to leave that segment and move sales to superminis, which it abandoned when it dropped the Punto. Go figure.

Demand for Ferraris is strong

FORD
2018 market share: 10.73%
2019 market share: 10.23%
If Ford is going to stay above a 10% share, the new Puma will have to be a big success – and do more than just steal sales off the similarly sized Ecosport.

> "If there's one model that epitomises Kia's rise, it's the Sportage"

HONDA
2018 market share: 2.22%
2019 market share: 1.90%
Honda's market share has taken a big hit from the fallout surrounding the imminent closure of the Swindon factory. The forthcoming E electric car has a huge task in trying to revitalise the Japanese brand.

Honda has lost UK market share

HYUNDAI
2018 market share: 3.80%
2019 market share: 3.68%
Hyundai has hit a rare bump in the road this year. Falling sales of the Santa Fe (down 50%) suggest that non-premium large crossovers are becoming harder to sell.

JAGUAR
2018 market share: 1.56%
2019 market share: 1.58%
Jaguar crossovers, and particularly electric crossovers, are doing well and saloons are doing very badly. It is not difficult to see where the company's future lies.

JEEP
2018 market share: 0.26%
2019 market share: 0.27%
The brand long synonymous with rugged off-roaders now makes almost all of its sales from small crossovers shared with Fiat. Think once-prestigious Rover rebadging the Metro as 'Rover 100'.

KIA
2018 market share: 4.05%
2019 market share: 4.27%
If there is one model that epitomises Kia's rise, it is the Sportage. It sells in almost identical numbers to the Ford Kuga and VW Tiguan and is far ahead of competitors from Vauxhall, Peugeot etc.

LAND ROVER
2018 market share: 3.29%
2019 market share: 3.34%
Land Rover is facing its first-ever sales flop: Discovery 5 sales have fallen by 43% in the past two years. The real successor to the Discovery 4 may turn out to be the new Defender.

LEXUS
2018 market share: 0.52%
2019 market share: 0.69%
Some 70% of Lexus's sales are now crossovers, as the misconceived CT hatch is being allowed to fade away. The new UX is helping to achieve market growth for the brand. →

UX has been good for Lexus

I-Pace and other crossovers are Jag's success story

LOTUS
2018 market share: 0.01%
2019 market share: 0.01%
Its future looks brighter than it has done for 50 years – even though its sales performance resembles a 5W bulb.

MASERATI
2018 market share: 0.05%
2019 market share: 0.04%
Maserati was supposed to become a Porsche competitor, selling 75,000 cars a year globally by 2018. It sold half of that last year and is now being outsold by Ferrari in the UK.

MAZDA
2018 market share: 1.67%
2019 market share: 1.75%
The CX-3 and CX-5 crossovers are gradually increasing Mazda's sales. This defiantly pro-combustion-engine company has finally decided that it needs to offer an EV from 2021.

MERCEDES-BENZ
2018 market share: 7.28%
2019 market share: 7.50%
The new A-Class has consolidated Mercedes' position as the leading German premium brand. Indeed, the A-Class is only a few thousand sales behind the Ford Focus.

MG
2018 market share: 0.38%
2019 market share: 0.53%
MG is making notable progress, having overtaken Jeep in the sales charts. The brand is not exactly mainstream yet, but its market share is not to be sniffed at.

MG sold more than Jeep in the UK

MINI
2018 market share: 2.83%
2019 market share: 2.72%
A modest 2019 but the big news is the 2020 electric Mini. Few firms have a more suitable owner demographic for an EV.

MITSUBISHI
2018 market share: 0.89%
2019 market share: 0.71%
In 2018, the Outlander lost access to the plug-in car grant, and in 2019, like Nissan and Renault the company had to deal with the Carlos Ghosn affair. Surely, it is due for a stroke of luck in 2020...

NISSAN
2018 market share: 4.34%
2019 market share: 4.03%
The run-out Mk1 Juke has lost a lot of sales in the past couple of years. The Qashqai is also coming to the end of its life in the next 12 months, which means 2020 could be difficult even with a new Juke.

Mk1 Juke has been replaced

PEUGEOT
2018 market share: 3.42%
2019 market share: 3.47%
Once the number four car brand in the UK, Peugeot has only one model (the 2008) that makes the top five in its respective segment. All the others languish but the new 208 and 2008 aren't on sale yet.

PORSCHE
2018 market share: 0.53%
2019 market share: 0.63%
After WLTP-related emissions test problems earlier this year, Porsche is now back on track. At least the new Taycan won't face that issue.

RENAULT
2018 market share: 2.63%
2019 market share: 2.52%
The firm's one bright spot in a lacklustre year is the electric Zoe. With sales up 50%, Renault is well placed for the growth in EVs.

ROLLS-ROYCE
2018 market share: 0.02%
2019 market share: 0.02%
So far, the Cullinan is making no more impact on Rolls-Royce sales than the Bentayga is making on Bentley figures.

SEAT
2018 market share: 2.66%
2019 market share: 3.01%
Seat has been one of the big winners of the past couple of years: its range of three crossovers is doing extremely well. The brand smashed many of its regional sales records in 2019.

SKODA
2018 market share: 3.16%
2019 market share: 3.20%
The driving characteristics of Skoda's cars may be a little unexciting and worthy, but there is nothing dull about its long-term sales growth or profitability. The new Scala hatchback should keep up the momentum.

> "Volkswagen to be the UK market leader in a couple of years? It's not impossible"

UK sales of Renault's electric-only Zoe rose by 50% in 2019

IT WAS A GOOD YEAR TO BE SELLING...

Battery-electric vehicles
Still a niche, but market share more than doubled, from 0.6% to 1.5%. This year could be the one when they start to go mainstream.

Smallish crossovers
B-segment models like the Ecosport and C-segment models like the Qashqai were up approximately 5%.

Compact premium crossovers
Growth was 22%, helped by the new XC40 and Evoque. The Q2 now outsells the A4, and the E-Pace outsells the XE and XF combined.

IT WAS A BAD YEAR TO BE SELLING...

Anything made by Fiat Chrysler Automobiles
Fiat and Alfa were down 15% and Maserati dropped 20%. Jeep fell a moderate 6%, but only because its 2017 baseline was so low.

City cars
Sales dropped by 15% and car companies think new CO_2 targets will make these cars unviable as they sell too cheaply to be electrified.

Sports cars and coupés
Their lowest share ever (1.3%) after sales fell 13%. 'Sporty' now means an SUV driving to a ski resort, not a roadster on a B-road.

SMART
2018 market share: 0.32%
2019 market share: 0.18%
Smart is being reinvented (or possibly disinterred) as an electric-only city car brand. That should be a boon in China.

SSANGYONG
2018 market share: 0.12%
2019 market share: 0.09%
The UK business plan looked great on paper: the UK loves 4x4s; value ones doubly so. True, but just not the ones that Ssangyong is trying to sell, unfortunately.

SUBARU
2018 market share: 0.13%
2019 market share: 0.11%
Americans buy almost 30 times more Subarus than we do – an incredible 680,000 last year. It makes you wonder why they bother with us ungrateful Brits.

SUZUKI
2018 market share: 1.63%
2019 market share: 1.49%
Suzuki is a true maverick: a regional maker of small cars in a world of global, market-covering giants. The Jimny's UK appeal is strong, but niche, while the rest of the range is falling out of favour.

TOYOTA
2018 market share: 4.31%
2019 market share: 4.65%
Toyota makes a vast range of models, but a surprisingly small number succeed in the UK. The GT86, Prius, Camry and Land Cruiser contribute very little, and even the RAV4 is a small player.

VAUXHALL
2018 market share: 7.49%
2019 market share: 7.10%
Its crossovers are doing reasonable business, but the old stalwarts are dying on their feet: the Astra was down 20% and the Insignia fell 35%.

VOLKSWAGEN
2018 market share: 8.58%
2019 market share: 8.61%
Now the clear number two in the UK. With a new Golf imminent, VW is getting within striking distance of Ford. VW to be the UK market leader in a couple of years? It is not impossible.

Astra (pictured) and Insignia are struggling

Toyota increased its UK share

VOLVO
2018 market share: 2.13%
2019 market share: 2.42%
We close this report with a heart-warming tale to start the new year. After losing its way in the 1990s, Volvo has finally re-emerged as the cool choice for those who find German brands a touch bombastic.
DAVID FRANCIS

Accessible *Luxury.*

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MERCEDES-BENZ
V-CLASS

"Very impressive company to deal with."

★★★★★

"Amazing Customer Service... Nothing was too much trouble."

★★★★★

"Wonderful company with excellent service!"

★★★★★

"Five star conversion, advice and customer service."

★★★★★

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Steve Cropley

MY WEEK IN CARS

No compromises detected in 'no-frills' Porsche 911 Carrera

MONDAY

Superb time, if too short, dashing about on sodden favourite roads west of London in a near-standard £83,000 Porsche Carrera. Not an S, but the entry model that starts £10k cheaper. I've got an irrational liking for no-frills versions of great cars: will never forget a wonderful dash through middle Wales in the least expensive Porsche 964 you could buy at the time. Stopped for a cuppa and encountered a kerbside expert who delivered a serious warning about my car's potential for instability because its Guards Red engine cover lacked the regulation 'whale tail'. I'm no hero, but we'd been pressing on a bit, and it felt just great.

If you don't spend your days in Porsches, you forget how inspirational their all-pervading quality can be. As soon as you get close to a current model, you start seeing its beautiful surfaces, lustrous paint and micrometre-perfect panel gaps. But it really hits you in the eye when you open the door. If this Carrera were mine, its wall-to-wall quality would give me pleasure every single day. Mind you, I'd also probably become inconveniently obsessed with keeping it clean, just to maximise its eye-appeal.

TUESDAY

People keep talking nonsense about electric cars, an observation proved again today as I scanned one of the holiday-break birdcage liners. They'd drafted in one of their do-everything hacks to describe driving a Nissan Leaf, and she included the observation: "Around town you need to be more alert than normal because people wander out in front of you." I'll lay you a tenner these words were space-fillers and no wandering actually occurred. As any fool knows, anywhere above a crawl the noise a car emits comes from wind and tyres. And most electric cars whine from the powertrain anyway. Strikes me that anything automotive that can be described negatively, will be. Electric cars are silent killers. Mustangs and Lambos are noise polluters. What noise would make the naysayers happy?

> "What noise would make the naysayers happy?"

THURSDAY

Inspirational evening at Brooklands, the last of its absorbing 'talks' season for 2019, listening to long-time F1 reporter David Tremayne chatting about his life and times. As well as the day job, he's an author of great books (most recently a Jimmy Clark biog) and a world authority on land speed record history. But this time he was talking about his boldest exploit, an attempt on the UK LSR in a jet-powered ex-dragster he owns called Stay Gold. He hit the headlines a couple of years ago by crashing it at 200mph-plus having reached a peak speed of 296mph, just 5mph short of the current record. His braking chute was tethered wrongly on the car and introduced disastrous instability when deployed during the braking phase: the full saga is online. Tremayne walked away with one scratch, and plans another attempt when car repairs are complete later in the year.

Jag F-Type concept of 2000: 'stupidity' got in its way

FRIDAY

Looking forward to viewing the revised Jaguar F-Type in the great outdoors, because I reckon its shapely new bonnet will be beautiful in the sunshine (if we have some). F-Type talk always brings back memories of the original, very different V6 concept of 2000, designed under Geoff Lawson and unveiled by Ford boss Jac Nasser at the Detroit show. Nasser liked hacks but refused to confirm in so many words that the concept would reach production. Even so, there was great excitement. As a posse of us followed Nasser about, someone posed the all-important question in a new way: "What would prevent you from making this car?" The Ford chief paused, turned, grinned and said: "Stupidity..."

AND ANOTHER THING...

At Bonhams' year-end auction, I spotted a short, familiar-looking, white-haired bloke gesticulating ahead. Bids for the Porsche 918 Spyder eventually reached £800k, but the white-haired bloke had stepped away at £680,000. Bernie knows his prices...

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TESTED 13.12.19, PORTUGAL **ON SALE** LATE 2020 **PRICE** £30,000 (EST)

TOYOTA GR YARIS

This four-wheel-drive hot hatch has been built to help Toyota go rallying. It's light, potent, fun and, best of all, on sale later this year

What, exactly, is the Toyota GR Yaris? That's hard to explain, because it's rarely what you expect it to be.

It looks a bit like a Yaris, but it's not really a Yaris. It's a preview of Toyota's next World Rally Car, except that it's not a homologation special in the traditional sense. It's a Ford Fiesta-sized pocket rocket, but with underpinnings more in common with larger hot hatches such as the Honda Civic Type R. It feels a sort of successor to the Yaris GRMN, but its production run will be a lot bigger, moving into five figures. Its exaggerated bodywork styling suggests flamboyant excess, but the underlying philosophy is 'less is more', with a clear focus on weight saving and efficiency.

Essentially, it's a lightweight, four-wheel-drive hot hatch designed to perform on road, track and rally stage. But it has a greater significance: it's the first true performance car developed entirely in-house by Toyota for around 20 years. There's no co-development with Subaru (GT86) or BMW (GR Supra) here: this is all the work of Toyota's nascent Gazoo Racing performance division, with input from both Toyota's motorsport arm and Tommi Mäkinen Racing, which runs the firm's World Rally Championship programme.

In a time of focusing on efficiency, the significance of Toyota returning to performance cars shouldn't be lost. And it definitely isn't on Naohiko Saito, the self-confessed "crazy engineer" who led development of the GR Yaris. You sense Sato can scarcely believe Toyota allowed him to make it. "Dreams do come true," he says, with infectiously enthusiastic, wide-eyed glee.

The brief Saito and his team were given when the project began around three years ago was to →

← produce a performance car that would boost the image of the new Yaris, could compete in national rallies and would help with the homologation of the 2021 Yaris WRC.

Those three demands can be seen in the design of the GR Yaris. It looks like a regular Yaris that has spent several months gulping down protein shakes. It shares a few things in common with the forthcoming new Yaris: it's built on the same basic platform and has the same wheelbase. But the upper body is all new and the differences are easy to spot: it has three doors whereas the standard Yaris is five-door only, the roof is substantially lower at the rear louvre and the rear features a notably wider track, with big, beefy wheel arches.

Those changes are to aid the design of the next Yaris WRC, due to rules that bodywork must closely follow that of a production car. The rally team gave Saito "many difficult requests", principally regarding the car's aerodynamics, weight and strength. Saito then had to battle to gain approval for those changes – and it wasn't easy, given that Toyota is still essentially a high-volume producer of mass-market cars. "When we asked for three doors, everyone disagreed, because it meant a new body," he says. "We had to fight for it, but we finally got it."

Saving weight was a key consideration, Saito channelling his inner Colin Chapman during the development process. He proudly notes that you can flex the bumper by pushing it with one finger. (I tried. You can.) "That caused much discussion," he says, "because if you can flex it, customers might think it's cheap – but to have a lighter body, customers will accept it."

Covers conceal some of the interior of this prototype but the influence of the new Yaris is clear

Given the number of arguments Saito won and the divergence from a standard Yaris, you sense this wasn't a cheap car to develop. "I would say it's not a bean-counter car," he says, laughing.

There are more changes under that lightweight bodywork, most notably the three-cylinder 1.6-litre turbocharged engine under the bonnet. It's used both because it's the biggest that will fit the car and because Saito felt that the 2.0-litre turbos he tried in various benchmark rivals (particularly a Subaru WRX STI) were all too heavy.

It's a brand-new engine and, in a somewhat off-brand move for Toyota, has absolutely no hybrid elements. But it was designed with a focus on saving weight and efficiency. Saito claims it is the lightest and most powerful 1.6-litre production engine in the world. Toyota says it will offer more than 247bhp and 258lb ft, although those are the only technical figures forthcoming.

The engine is coupled to a six-speed manual gearbox – there's no automatic, both to save weight and because a manual makes it more fun to drive – with power sent to all four wheels. Unusually, the car's GR-4 AWD system doesn't feature a centre differential (too heavy), instead using a high-performance coupling in front of the rear axle to control power to the rear wheels. Drivers can choose from three settings: Normal (60:40

Despite the camouflage disguise, the business end of this car is unequivocally hot hatch in appearance

TESTER'S NOTE
The GR Yaris sits on Dunlop Sport Maxx tyres but will be offered with an optional Circuit pack that includes a Torsen limited-slip diff, Michelin tyres and reconfigured suspension. **JA**

Its three-door body and the rear end especially are dictated by the needs of the Yaris World Rally Car

HOW MUCH RALLY CAR IS IN THERE?

The age of limited-run, barely road-legal homologation rally specials is over: current World Rally Car rules allow for cars to be fitted with 1.6-litre turbo engines and drive layouts not featured on the road-going models they're based on.

But the rules do require the bodyshell to closely follow the road car's – and the 2021 Yaris WRC will be based on the GR Yaris, rather than the standard model. The three-door design was a key request of the rally team, as three-door models can carry more aerodynamic elements. The lower roof louvre was another request, to increase the gap to the (fixed-height) rear spoiler: the roof has been lowered to the maximum allowed by road regulations for rear visibility.

Although the three-cylinder 1.6-litre engine won't be used in the Yaris WRC, it is still set to feature on the stages. It has been designed so it could be homologated for use in an as yet unconfirmed second-tier Yaris R5 rally car.

front to rear), Sport (30:70) and Track (50:50).

The front suspension has MacPherson struts and the rear replaces the regular Yaris's torsion beam for a double-wishbone set-up. Unlike with many hot hatches, the ride height is fixed because fitting a system that adjusts it would, predictably, add too much weight. The GR Yaris also gets new 18in four-pot brake calipers at the front, with 16in two-pots at the rear.

With Toyota still relearning how to make performance road cars, Saito admits it has taken some time for the car's development drivers – including its three 2018 WRC drivers – to hone it. "The first car was a prototype and even the rally drivers couldn't control it," he recounts, gleefully. "The boss requested that we need to learn the technology properly."

Thankfully, Akio Toyoda's requests were heeded long before Autocar was invited to step into a late-development prototype on the Estoril circuit and surrounding roads. Once again, the GR Yaris isn't what you'd expect for an aggressively styled four-wheel-drive hot hatch. It's actually rather civilised. The small turbo engine is quiet and calm in general usage and the suspension, while stiffened, is far more pliant on bumpy roads than, say, a Hyundai i30 N.

But the GR Yaris can do performance. On track, with the freedom to explore its potential, the 1.6-litre engine is responsive, torquey and potent, with a pleasant – if not overwhelming – aural note. Beyond its exaggerated bodywork, the GR Yaris's performance comes not from excess but reduction. The plentiful traction and lightweight design – Toyota hasn't given a weight figure yet – results in handling that is nimble and intuitively direct. It's neutral and confidence-inspiring, in the way that rally drivers want their machines to be. It's capable, too: a brief run in a test hack on a rutted, bumpy gravel loop showed that it doesn't just have rally-based styling.

Our prototype car featured a largely concealed interior, but what could be seen was clearly closely related to the new Yaris, with the addition of GR branding, sports displays and the torque control dial located on the centre console.

Toyota believes the GR Yaris sits in a space of its own between similar-sized rivals such as the Ford Fiesta ST and larger hot hatches such as the Civic Type R. It's probably closer to the latter in performance and character – and if the GR Yaris can develop as much of a cult following as the Type R, it will definitely fulfil one of Toyota's key goals for it.

A final judgement will have to wait until we know the full specifications and drive the finished car near the end of 2020. Price could be a key consideration, too: given how bespoke this machine is, the cost is likely to be somewhere close to a Civic Type R. Quite a bit for a Yaris, that.

But for what amounts to a premium price, buyers will be getting a fun, formidable machine developed with passion and commitment – but one that probably won't quite be what you expect it to be.

JAMES ATTWOOD
@atters_j

Under that bonnet is a three-pot turbo 1.6 that puts out more than 247bhp

TOYOTA GR YARIS

Lightweight rather than ludicrous or lurid, it's set to bring a pleasingly different take to the hot hatch ranks

Price	£30,000 (est)
Engine	3 cyls, 1.6 litres, turbocharged, petrol
Power	>247bhp
Torque	>258lb ft
Gearbox	6-spd manual
Kerb weight	tbc
0-62mph	tbc
Top speed	tbc
Economy	tbc
CO_2, tax band	tbc
RIVALS	Ford Fiesta ST, Honda Civic Type R, Ford Focus ST

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TESTER'S NOTE
Steering wheel short-cuts leave the bewildering set of centre console buttons largely redundant. And once you've found your preferred setting, I imagine the steering wheel ones won't get pushed that often. **MP**

TESTED 4.12.19, OXFORDSHIRE **ON SALE** NOW

MERCEDES-AMG GT R ROADSTER

Soft-top derivative copes with inevitable compromises – on the right roads

Onwards, friends, leaving no niche unturned, just as much in the super-sports car category as Mercedes is doing in the small family car segment. This is the Mercedes-AMG GT Roadster in 'R' form and it takes the GT's total number of derivatives to 16, across the two-door sports car's coupé and roadster models.

The R Roadster is one of the weirder ones in the line-up because if you imagine a Porsche 911 GT3 RS Convertible, that's kind of where we are. The R Roadster has the second-most-focused GT chassis set-up (behind only the GT R Pro) and is meant to be a Nürburgring monster, but here comes with a soft-top body that, you'll know, usually means some dynamic compromises.

The aerodynamic, mechanical and dynamic specification of the R Coupé and Roadster, then, are similar. There's a big fixed wing (which looks a bit odd on the roadster), a 577bhp/516lb ft tune for the 4.0-litre V8 and there are adjustable dampers and active rear steer and a wider track than on the GT C, the next model down in the range.

The R's roof and body strengthening are the same as other GT roadsters, meaning a three-layer fabric hood and a kerb weight some 80kg heavier than the R Coupé's, leaving it at 1710kg, which is the first reason why this is a curious derivative: if you want the best driver's variant of a car, adding 80kg to it is not usually how you'd go about it. Reason two is that in removing the fixed roof there's always some compromise in body stiffness. Unless, say, you have a carbonfibre tub like McLaren does, and which this Mercedes doesn't.

So sure enough, even with the adaptive dampers placed in their softest mode via the hugely over-complex array of interior switches, you can feel that familiar and unsettling soft-top steering wheel shimmy as you drive down bad roads, with the GT R Roadster's front and rear suspension worrying about different things at different times and the whole thing showing the same kind of chassis compliance as a skateboard.

Sure, there's a big amount of woofle and drama from the 4.0-litre twin-turbo V8 and reasonable responses from the rear-mounted seven-speed dual-clutch transmission, but while it's a heady experience, it doesn't initially strike me as a particularly satisfying nor sophisticated one. Large amounts of graunching and scrubbing at manoeuvring speeds don't ease the mood along, either.

Besides, this is a large car. AMG's front-mid-engined take on things means the bonnet is long and you're sitting way behind it, close to the rear axle and with the additional front track width to contend with too. The GT has always felt a bit of a hot rod, and this is the hottest AMG rod of them all – like an old AC Cobra. It's all happening out the front and you're just at the back hanging onto it.

And yet, it's actually not always like that. Find a back road that's broad enough – it doesn't have to be US-level width – and the active rear steer is tuned sufficiently well that the R Roadster is intuitive at brisk road speeds, with a welcome level of agility. So yes, there's capability and enjoyment beyond lesser AMG GTs. A 911 or McLaren is still more intimate and rewarding, but ultimately the GT R turns out to be not so bad at all.

Still, it strikes me that it takes a peculiar set of circumstances and requirements to alight on your ideal AMG GT being this particular blend of mechanical options. That might be why AMG is only going to make 750 of them. Enjoyable though it is in specific conditions, I can't shake the feeling that this is an AMG for people who must have 'the most', rather than who strive to own the best.

MATT PRIOR
@matty_prior

Wing looks odd on a roadster; interior bombards you with switches

MERCEDES-AMG GT R ROADSTER

AMG's more focused dynamic set-up and the lesser capable of two bodystyles make for compromises

★★★½☆

Engine	V8, 3982cc, twin-turbocharged, petrol
Power	577bhp at 6250rpm
Torque	516lb ft at 2100-5500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1710kg
Top speed	197mph
0-62mph	3.6sec
Economy	22.6mpg
CO_2, tax band	284g/km, 37%
RIVALS	McLaren 570S Spider, Porsche 911 Speedster

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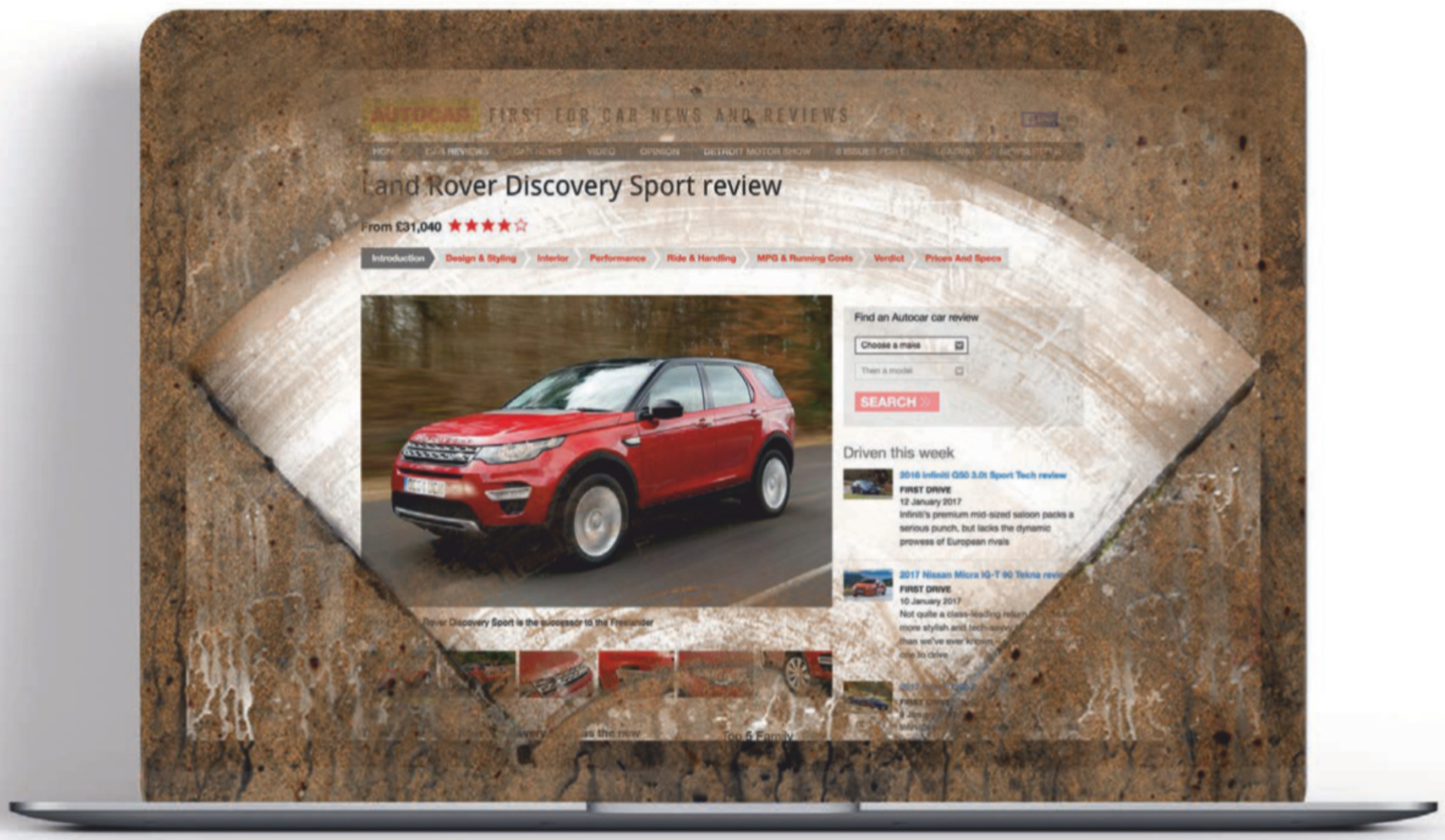

TESTED 11.12.19, WARWICKSHIRE ON SALE NOW

JAGUAR F-PACE D300 SPORT

Sharper looks, expansive kit list and gutsy engine boost appeal

Meet the motoring equivalent of those 'greatest hits' albums you often find in the New Year sales, with everything you loved before plus a few new tracks to stave off whatever X Factor darling is attempting a run on the charts.

The 300 Sport is an F-Pace packed with a comprehensive standard kit list, arriving as part of a wider refresh to keep Jaguar's sporting SUV firmly in buyers' minds when shopping for a luxury high-rider.

It can be had in four-cylinder petrol or six-cylinder diesel forms, each promising 298bhp, and it's the twin-turbocharged oil-burner that's driven here. It sends a significant 516lb ft of torque to all four wheels through an eight-speed ZF automatic gearbox and Jaguar's rear-biased all-wheel drive system.

There's no shortage of '300 Sport' branding, with badges on the front grille and rear bumper, logos etched into the door sill plates and more embossed on the front-seat headrests. Contrasting stitching continues the yellow theme. Android Auto and Apple CarPlay integration is an improvement, because Jaguar Land Rover's navigation system isn't particularly intuitive, but the cabin remains slightly behind the likes of Mercedes-Benz and BMW for materials quality.

That's largely forgotten once you find an interesting driving road, the F-Pace merging the relaxed cruising nature of an SUV with almost saloon-like engagement through the corners. The all-wheel drive system shuffles grip between the axles to create the sensation of what is a sizeable machine pivoting around your hips as you turn in a way that's a lot more fun than some of the po-faced alternatives in this class.

The engine is refined when you aren't rushing it and it can mete out shove from as little as 1500rpm, making overtaking and motorway merging effortless. The gearbox drops ratios quickly when required and the D300 is only slightly behind the thirstier petrol for outright pace. It's easily the pick of the litter over the four-cylinder Ingeniums.

Whether the bundled extras are enough to call the 300 Sport good value is debatable. Were you so inclined, Jaguar's options list can nudge the price perilously close to SVR territory. Show some restraint, though, and it compares favourably with its rivals while remaining one of the most enjoyable SUVs to drive.

TOM MORGAN
@tommorgan3

Materials quality may fall a bit short, but driver reward more than makes up for it

JAGUAR F-PACE D300 SPORT

Racier styling mixes well with a potent diesel engine to keep the Jag at the sportier end of the SUV scale

★★★★☆

Price	£54,990
Engine	6 cyls, 2993cc, twin-turbocharged, diesel
Power	298bhp at 4000rpm
Torque	516lb ft at 1500-1750rpm
Gearbox	8-spd automatic
Kerb weight	1954kg
0-62mph	6.4sec
Top speed	150mph
Economy	35.2-37.9mpg
CO_2, tax band	170g/km, 37%
RIVALS	Audi SQ5, Range Rover Velar, Mercedes-Benz GLE

BMW X5 xDRIVE45e M SPORT

Price £66,675 **On sale** Now
What's new? Six-pot petrol engine and bigger battery work wonders for BMW's hybrid X5

THE BMW X5 plug-in hybrid (PHEV) has gained two extra under-bonnet cylinders – and somehow become, at least on paper, more economical and more tax efficient on benefit in kind. That's primarily thanks to a significant increase in drive battery capacity.

Compared with the old, four-pot X5 PHEV, this six-pot has taken big strides on smoothness, refinement and drivability, too. In electric-only mode, it has all the oomph – up to about 60mph – you'll need. It's slick in operation and can also be fast and moderately involving in other modes.

Close body control isn't brilliant. On uneven roads, this car's 2.5-tonne mass does show a little and ride comfort could be better. But otherwise, this is a vast improvement. **MS**

★★★★½

FORD MUSTANG SUTTON CS800

Price £63,000 (£105,000 as tested) **On sale** Now
What's new? UK specialist Clive Sutton adds a supercharger and more to give 800bhp

SUTTON BESPOKE HAS a quarter-century history of importing and modifying American metal and this CS800 package adds a huge Whipple supercharger, among other things, to the latest Ford Mustang V8. Some parts are US-sourced; others, like tidy cabin upgrades, completed in the UK.

A lowering kit and bigger wheels nail the ride down – not uncomfortably – and there's a pleasing supercharger whine and exhaust brap, ludicrous power and a tight manual gearbox. You can pick and choose from lots of options and this one had the lot. It's fun to drive slowly, but even more so to light it up. Intoxicating and enjoyable. **MP**

★★★★☆

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PHOTOGRAPHY OLGUN KORDAL

Volkswagen Grand California

Wolfsburg branches out into the motorhome market. Now, who's for tea and biscuits?

MODEL TESTED 600

Price £68,899 • **Power** 174bhp • **Torque** 302lb ft • **0-60mph** 15.8sec • **Fuel economy** 26.1mpg • **CO_2 emissions** 218g/km • **70-0mph** 66.8m • **30-70mph in fourth** 19.3sec

We like

- Impressive mechanical and rolling refinement
- Decent drivability
- Quality of fixtures and fittings

We don't like

- Layout and packaging could be more space efficient
- It feels every bit as big as it looks on the road

To a great many people used to modern luxury hotels, the idea of a luxurious, aspirational 'lifestyle' motorhome may well seem like a brazen contradiction in terms. Not to those who've spent happy days wandering around the trade shows organised to show off the various ways in which you can spend a six-figure sum on a high-end camper, though; and clearly not to the product planners at Volkswagen Commercial Vehicles, who've brought us the subject of this week's road test, the new Grand California.

VW isn't the only (predominantly car-making) brand to have sought to explore such an idea in recent years, of course. As competition for Wolfsburg's own regular California, German rival Mercedes-Benz launched the similar, V-Class-based Marco Polo only a couple of years ago.

And yet even the Mercedes doesn't go quite as 'large' as the car we're interrogating over the next few pages. Unlike its considerably smaller namesake, the Grand California takes aim at full-sized, third-party-conversion motorhomes and comes with all of the on-board sleeping, living and stowage space, and all of the fitted creature comforts that statement implies.

What distinguishes it from most of the 'campers' with which it'll be compared is that it's not a third-party conversion. After a special production line was added at Volkswagen Commercial's factory in Poznan, Poland, the Grand California is being built by VW itself, at the same factory that's making the current Transporter and Crafter panel vans and the California camper. But what does that mean, exactly, for the performance, usability and perceived quality of this vehicle – and how much will the motorhome fraternity be expected to pay for differences?

DESIGN AND ENGINEERING

★★★½☆

The idea of an enlarged California camper, based on VW's bigger-boned, third-generation Crafter panel van rather than the current Transporter T6, first emerged in 2017 when VW Commercial Vehicles showed off the California XXL concept. That show car was close in layout and execution to the production-version Grand California that went on sale last year; so much so that if you'd simply edited out the XXL's bulbous stepped rear end from your mind's eye, you might have been viewing the finished article.

This is what motorhome experts call a van conversion – and sadly, an optional two-tone paint job doesn't exactly make it attractive. As distinct from something with a commercial backbone chassis and a third-party body, then, this is effectively a Crafter van that has been slightly modified and refitted internally.

Unlike most motorhomes, it has full-height twin back doors and a full-height sliding side door. On the inside, meanwhile, you'll find an adult-sized double bed and lots of storage space at the rear; 'dinette' living quarters at the front immediately behind the swivelling front seats; and kitchen and – for the first time in a California – on-board bathroom facilities in between.

Thereafter, the layout of the two varying-length derivatives offered by VW diverges a little. Opt for the shorter-wheelbase 600 version (the nomenclature describes the vehicle's six-metre overall length) and you'll get a higher roof and an optional kid-sized double bed slung out immediately above the driving quarters. Go for the longer 680 instead and your roof will be lower and your wheelbase and primary double bed longer – although the over-cab second bed isn't available.

Both versions of the Grand California are based on VW's front-wheel-drive Crafter van chassis, although part-time 4Motion four-wheel drive is available on the bigger one. Whereas lesser-powered versions are offered in other global markets, UK models have a 174bhp 2.0-litre diesel engine slung transversely in the nose and an eight-speed automatic gearbox.

Construction is body-on-frame, with suspension via MacPherson struts at the front and a beam axle and leaf springs, with load-sensitive dampers, at the rear – all pretty →

Range at a glance

ENGINES	POWER	FROM
2.0 TDI 600 (3.5 tonnes)	174bhp	£68,899
2.0 TDI 600 (3.88 tonnes)	174bhp	£69,619
2.0 TDI 680 (3.88 tonnes)	174bhp	£71,395
2.0 TDI 680 4Motion	174bhp	£78,145

TRANSMISSIONS
8-spd automatic ■

The Crafter van's flexiblity of design and layout is truncated a little bit for the Grand California motorhome: you get two choices rather than three on overall length, two choices instead of three on axle drive (front drive or four-wheel drive) and two choices on roof height (the shorter 600 has the higher top).

There is effectively only one common trim level on both derivates of the vehicle, with just a handful of options available on either the 600 or the 680.

XXL concept previewed Grand California

● A factory camper comes with factory-quality driver assist systems: front assist autonomous emergency braking is standard, with lane keeping assistance, blindspot assist and rear traffic alert as options.

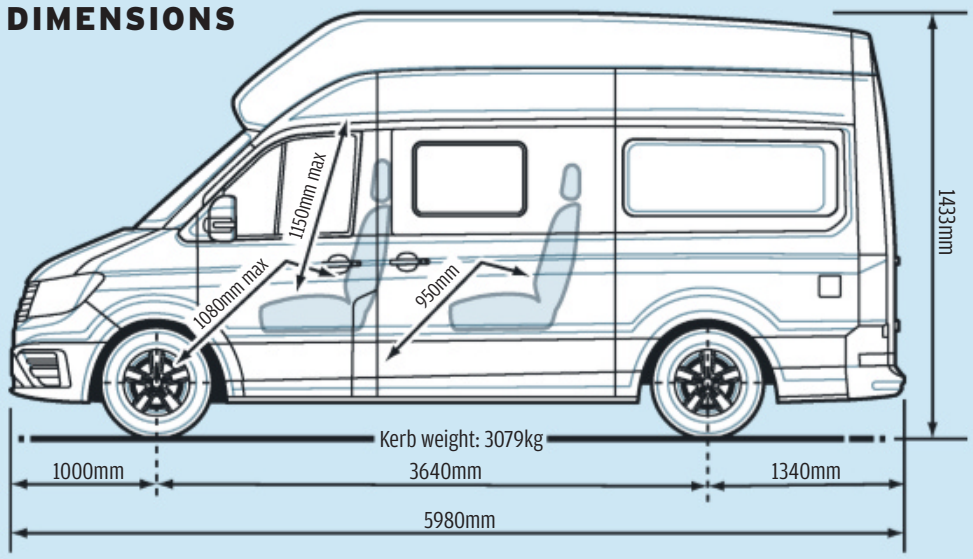
● Satellite dish motors electrically into position, controlled from the cabin touchscreen. But you have to supply your own decoder and TV.

● Bulbous shape to the over-cabin roof is present on the short-wheelbase chassis only and it's there to make space for the smaller of two double beds on board.

● Grand California is the first Volkswagen camper with its own on-board loo, fitted in a 'wet room' with a shower and wash basin. It's what campers call a cassette toilet, and this is where the... You get the idea.

Weights and measures

DIMENSIONS



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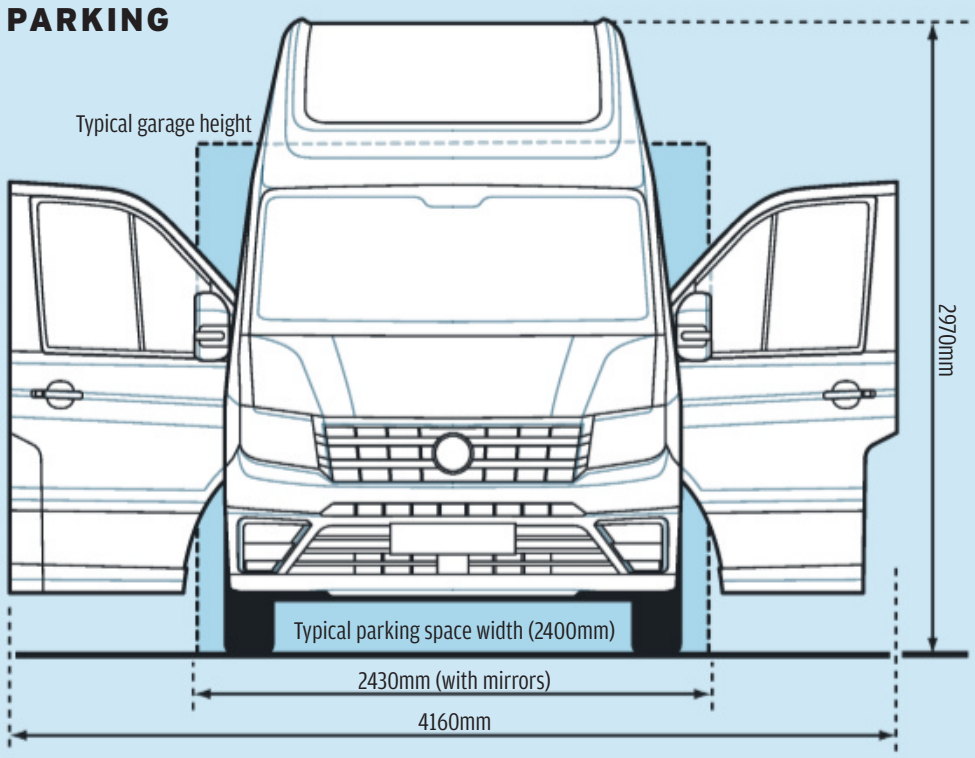
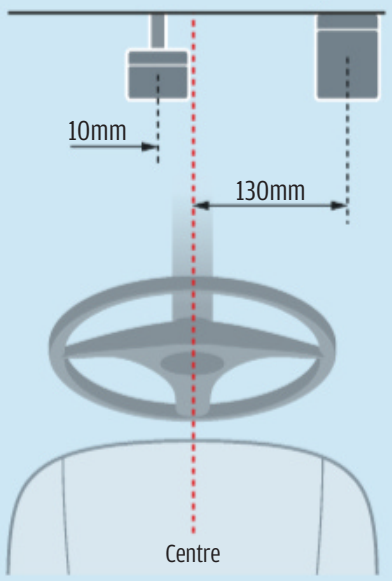


WHEEL AND PEDAL ALIGNMENT

Pedal placement is good and makes for easy, comfortable operation. Pedal action isn't too upright, either, so it's easy to cruise comfortably without risking cramp.

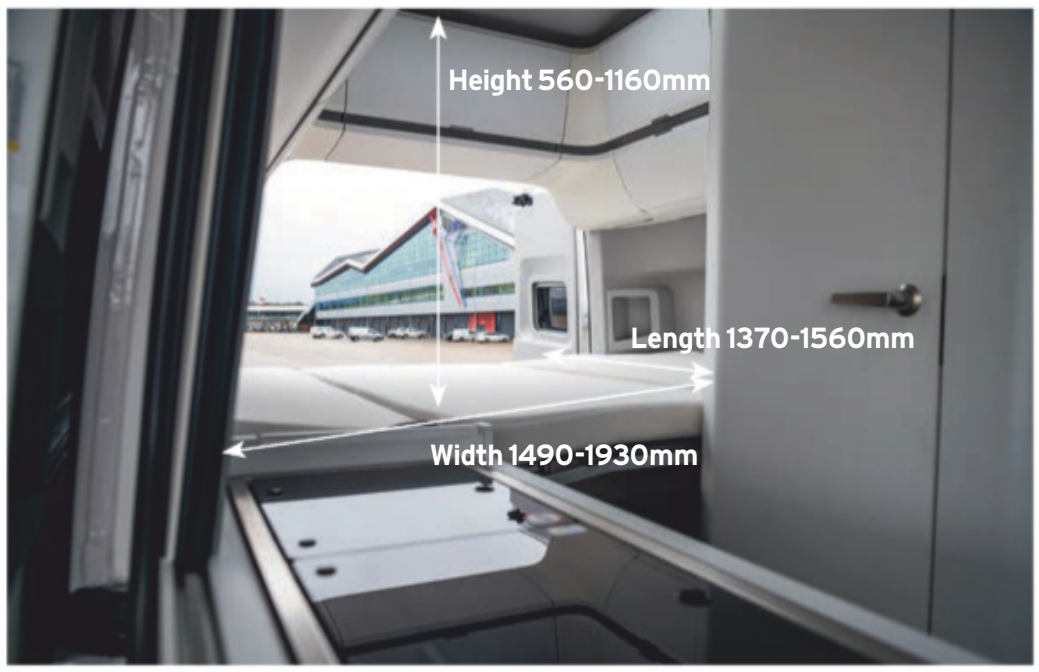
HEADLIGHTS

Halogen lights as standard, adaptive LEDs with high-beam assist as an option. Our test car had the latter, which were reasonably bright if a little unresponsive.



● It's a climb up to get situated but the view out is great once you're on board and the driver's seat very comfortable.

● Rear bench is a bit narrow either for two adults or two bulkier child seats. This doubles as seating for the 'dinette' dining area; just add a table (not pictured).



● Bigger double bed at rear sleeps two adults transversely; or longways in the deluxe 680 model. Mattress is a bit thin but under-mattress springing improves comfort.

← typical for a commercial vehicle of this size. The big shame for those who might like to tow with it is that VW doesn't offer the Crafter's less space-efficient rear-driven driveline and chassis here.

INTERIOR

★★★½☆

Access to the inside of a parked Grand California will typically be granted by the vehicle's large offside sliding door, where a motorised step slides automatically outwards to help you on your way in. Once inside, you're not immediately struck by the sheer expanse of space you find – and while there are reasons for that, whether you judge them to be good reasons or not may depend on how much you like sharing a loo.

Immediately in front of you, there is a two-seat rear bench seat that, via the addition of a small table and a swivel of the front seats, can become part of a four-seat dining area. Heading rearwards from there, though, your sense of space is intruded upon somewhat by the kitchenette (a two-burner cooker top, sink, worktop and refrigerator compartment) that runs opposite a fully fitted 'wet room'.

The inclusion of a 'wet room' breaks new ground for any VW California and means owners needn't be tied to camping sites with toilet and shower facilities but can roam more freely abroad. For size, it's more water closet than wet room, but given the impact it has on wider available space in the car, you wouldn't want it to be bigger. It's certainly a cleverly configured and usable space, though, the shower drawing water from a 110-litre on-board fresh water tank and draining into a 90-litre waste tank.

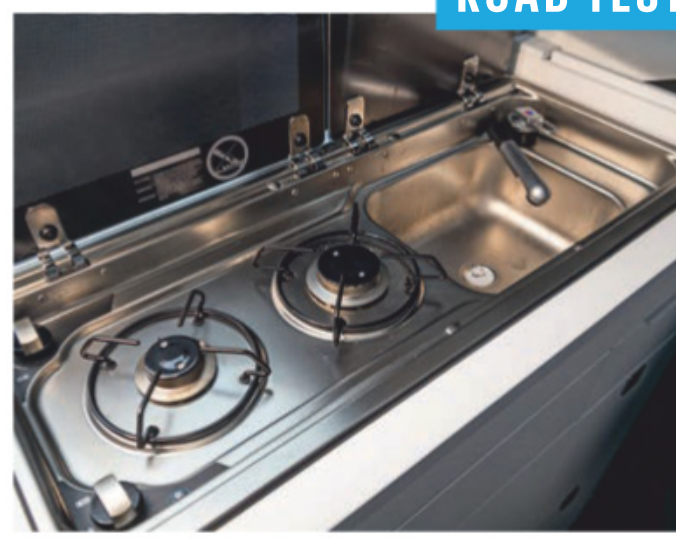
The main bed at the vehicle's rear, meanwhile, is comfortable and of the most useful size for two adults sleeping transversely. That it can't more easily be folded away during the day is one of the other reasons that space could be a little more economically utilised inside the Grand California. However, the same can't be said of the optional over-cab berth, which slides out and away very neatly, although it's only really big enough for a smaller adult or a couple of children sharing.

Move forwards from the main sliding-door access area where we began and you'll find a driving environment that offers plenty of occupant space, has fine comfort levels and is very well served for storage areas. It doesn't quite match the impressive perceived quality levels of the living quarters (which have classy-looking white fitted cupboard doors and ritzy ambient lighting strips) but it doesn't let the side down, either, and includes instrumentation, trip computer and infotainment systems, which all impress for clarity, functionality and usability.

However, parents of younger children may be interested to read that Isofix-equipped or not, the relatively narrow rear bench would be at a squeeze to accommodate bulkier child seats next to each other. →

● Optional over-cab bed allows this area to slide out and convert for sleeping. It'd do fine for a smaller adult or two kids sharing.

● 'Wet room' includes swivelling toilet bowl, pull-out sink basin, shower and plenty of covered storage (which you'll need to prevent your loo roll getting wet).



● Kitchen facilities include a drawer-style fridge, two-ring hob and a sink with hot and cold taps. All fold away neatly for travelling or if you need the surface space.

Multimedia system ★★★★☆

The Grand California's infotainment system is something of a rarity among Autocar road test subjects: a multimedia set-up that isn't upgradable at extra cost. It's VW's familiar Discover Media navigation system with an 8.0in colour touchscreen and comes with four speakers up front, Bluetooth, voice control and App-Connect (which brings with it smartphone mirroring, of course). It looks great, works well and seems to hold its own in a £70,000 vehicle with pseudo-premium positioning.

And it's not the only touchscreen display or music source in the village, either. Farther aft, a similarly sized wall-mounted tablet is your route to adjusting cabin heating and ventilation, or deploying the roof-mounted satellite dish, Thunderbirds style. And farther aft still, optional Bluetooth speakers around the bigger double bed mean someone at one end of the vehicle can listen to an entirely different choice of music from someone at the other. (Pity the grandparents in between.)

> “It's a vehicle you'd look forward to taking a long European road trip in”

PERFORMANCE

★★½☆☆

Little seems to be either recorded or published about the performance of full-sized motorhomes by the specialist press that concerns itself with them and less still is claimed about the same subject by their manufacturers.

Since this is the first such vehicle to undergo an Autocar road test, relevant benchmark comparisons are hard to make about the Grand California's performance statistics (see overleaf). What we can say, having tested back in 2015 an example of the VW Caravelle on which the regular California is based, is that someone 'trading up' from the smaller recreational vehicle would quite plainly notice what they were giving up on the road, as well as what they were gaining in cabin furnishings.

The Grand California feels, and goes, very much like a large commercial vehicle – and, unlike the regular California, there is nothing you might call 'car-like' about it. Despite being evidently short-geared, it's an order of magnitude slower than even a slow modern passenger car; and although the automatic gearbox combines with decent engine isolation to make it relatively mechanically refined in use, it's still far from an effortless thing to drive, mostly because of its sheer size. The upshot? That while a regular California or a Mercedes Marco Polo could just about serve as a second family car, a Grand California definitely couldn't.

Still, while the VW needed nearly 16sec to hit 60mph from rest, and longer still to get from 30mph to 70mph through the gears, it's decently drivable and responsive for roll-on acceleration once you get acclimatised. The gearbox is fairly slick, getting through several gearchanges on the way even to urban speeds, and the Grand California gets up to the easily maintained 50mph cross-country stride that UK traffic law allows for it without straining.

Wheezing from there up to motorway speeds is more trying. You really can hear the toll that wind resistance is taking on your fuel economy here, as the air whistles past the vehicle's A-pillar and its large door mirrors. Still, once you've persuaded it up to speed, there's enough torque to keep it there.

Emergency braking performance is passable, although again it's adrift of modern large passenger car standards by a considerable margin. The good news is that the Grand California stays stable and goes straight when you nail the middle pedal; that it doesn't dive too hard onto its front axle; and that the various brake-force-distributing and boosting electronics seem to work as well as you'd hope.

HANDLING AND STABILITY

★★★☆☆

Most motorhome owners might be minded to accept a vehicle that just about passes muster in these dynamic respects. For most, safe and secure will probably do. Still, we're dealing here with a factory-built prospect that aspires to deliver against higher standards than its rivals in so many ways.

Is handling one of those ways? Perhaps, but if so, you'd certainly have to concentrate to know it. Then again, since this motorhome is sufficiently viceless in negotiating open roads, city streets and car parks that you have so much spare mental capacity when driving it as to wonder what its distinguishing dynamic qualities really are, instead of having

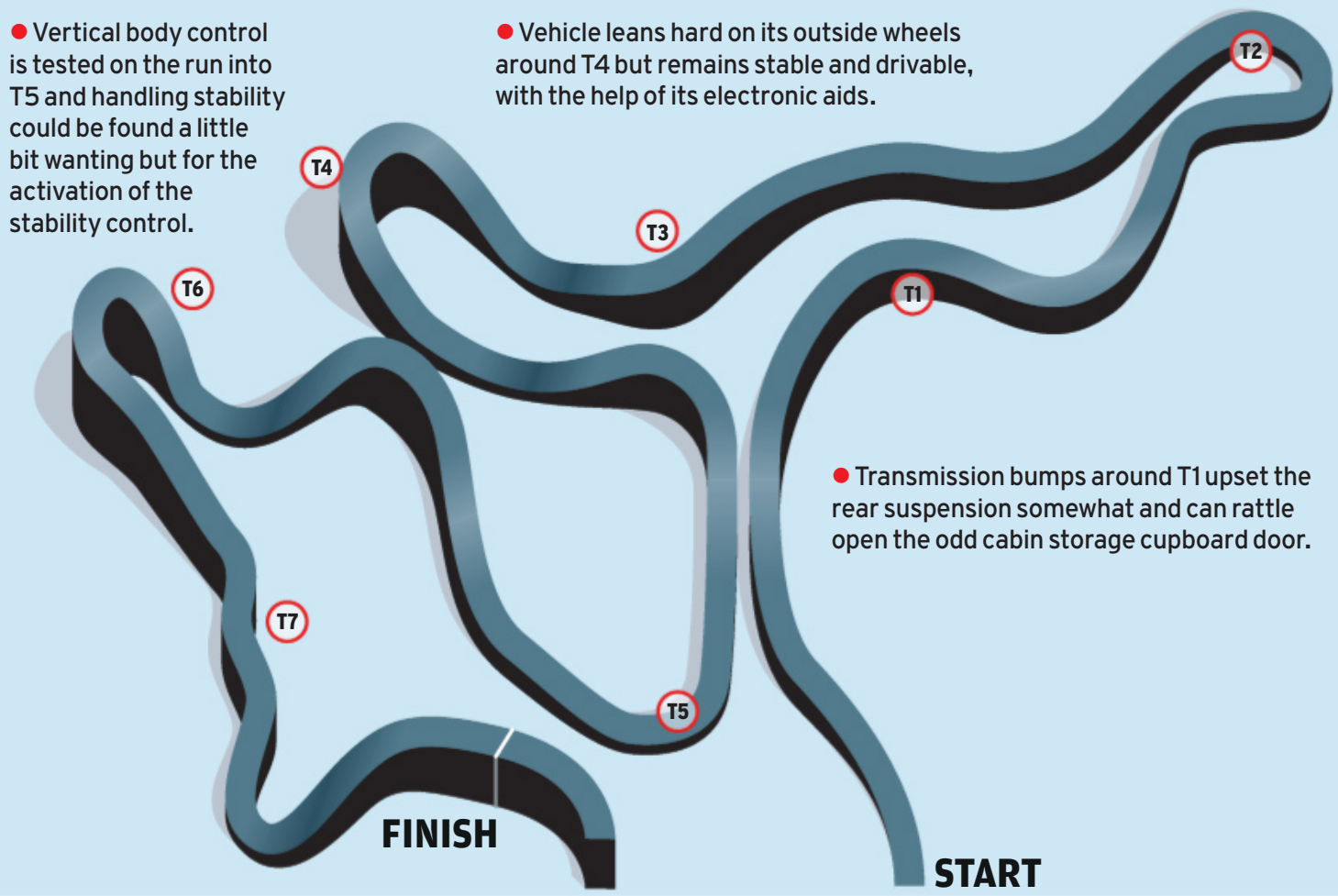
● Most motorhome drivers will be pleased with the Grand California's safe and stable road manners and the relative accuracy with which it can be placed on a narrow road

Track notes

The Grand California 600 has a self-imposed natural speed limit, which is readily apparent around the Millbrook alpine hill route, yet it handles in a sufficiently viceless, stable and benign way that it reassures you it would remain secure and controllable in an emergency.

The obvious worry with a car so high sided is rollover, but that's managed and mitigated quite effectively when it comes to it. The vehicle retained respectable lateral body control even when cornering in something approaching a hurry. Your entry speed is naturally quite circumspect and the always-on stability control prevents you from trying to pick up too much pace mid-corner.

Such gently paced steering and slow handling responses are all most drivers will need to adopt the fairly gentle cross-country gait needed to keep things comfortable – yet, should they plough on in ignorance, the VW remains reasonably accurate and composed at higher speed.



to devote so much brain power to managing and mitigating its quirks and weaknesses, perhaps VW can consider this a job well done. Yes, the Grand California is big and it doesn't disguise its size much. Yes, it turns pretty slowly. Sure, it feels unwieldy at times, although a smallish steering wheel and plenty of steering angle both help to resist on that score. Mostly, however, you'll find that it's easy enough to make it go where you intend on the road, and to keep it on the path you had in mind around a bend or within a lane, as long as you invest enough attention to its bulk.

The steering certainly helps make the process straightforward, being medium weighted and reasonably accurate and responsive just off centre, while the chassis is civilised enough to allow the rear axle to dutifully follow the front over all but the very worst surfaces.

Body control is a little limited but only in proportion to outright lateral grip, so the car feels intuitive when cornering at reasonable speed and delineates its adhesive capacities pretty simply, plainly and effectively.

COMFORT AND ISOLATION

★★★½☆

This is a markedly more comfortable and sophisticated customer when touring than many might expect from a van-derived chassis. Vans are, after all, surprisingly agreeable vehicles to drive thanks to their raised cabins and upright, well-supported seats, as well as their fine visibility. This motorhome seems to add a good deal of extra road and engine noise deadening into the mix and has a soft-feeling, fairly absorptive ride, so it's the kind of vehicle you'd look forward to taking a long European road trip in – albeit at decidedly unhurried pace.

The driver's seat supports thighs and backs quite well and is comfortable over distance. The diesel engine can be a little obtuse on start-up and when revving hard, but most of the time, it settles into the background obediently enough.

Wind noise, meanwhile, is kept low at A and B-road speeds, only becoming at all distracting at and above 60mph – and at that pace, it's not the only thing that'll tell you you're rowing the vehicle along a little more quickly than is sensible.

BUYING AND OWNING

★★★☆☆

Volkswagen Commercial Vehicles' UK distributor has pretty unashamedly gone after moneyed motorhomers with the Grand California's pricing, having ruled out the lesser-powered engines available in other markets from the showroom range. The Grand California line-up therefore opens for business just below £70,000, with very few examples likely to leave the order form for much less than £75,000 and a fully loaded 680 4Motion easily likely to beat £90,000. As our top five shows overleaf, third-party conversions of similar size can be had for less than £60k without shopping too hard, so VW had better hope, for the long-term sales performance of this motorhome, that the market responds to its distinguishing lures.

Touring fuel economy is unlikely to be among them, although it's respectable enough for a vehicle of this size. Our habitual touring economy test is carried out at 60mph in one of the outside lanes of Millbrook's high-speed bowl, and at that speed, it was clear that aerodynamic drag was taking its toll on an indicated return of 28.5mpg. But wider testing also made it clear that, at a reduced cruising pace, the Grand California could just about beat 30mpg. →

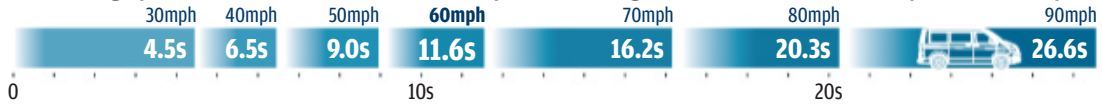
ACCELERATION

Volkswagen Grand California 600 (9deg C, damp)

Standing quarter mile 20.9sec at 68.3mph, standing km 38.2sec at 84.3mph, 30-70mph 16.7sec, 30-70mph in fourth 19.3sec

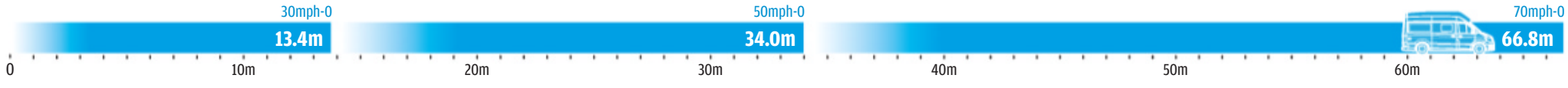
Volkswagen Caravelle 2.0 BiTDI (2015, 13deg C, dry)

Standing quarter mile 19.2sec at 77.7mph, standing km 34.2sec at 97.7mph, 30-70mph 11.7sec, 30-70mph in fourth 11.7sec

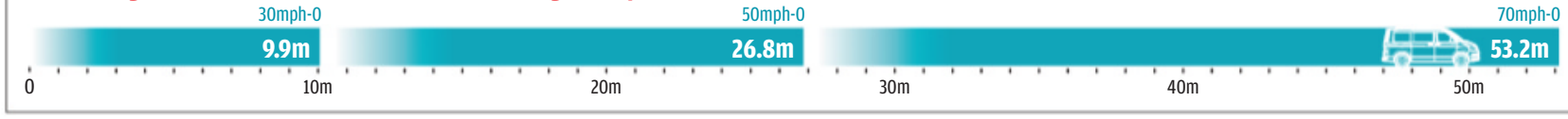


BRAKING 60-0mph: 4.0sec

Volkswagen Grand California 600 (9deg C, damp)



Volkswagen Caravelle 2.0 BiTDI (2015, 13deg C, dry)



Data log

VOLKSWAGEN GRAND CALIFORNIA 600

On-the-road price	£68,899
Price as tested	£86,951
Value after 3yrs/36k miles	na
Contract hire pcm	na
Cost per mile	na
Insurance	na

TYPICAL HP QUOTE

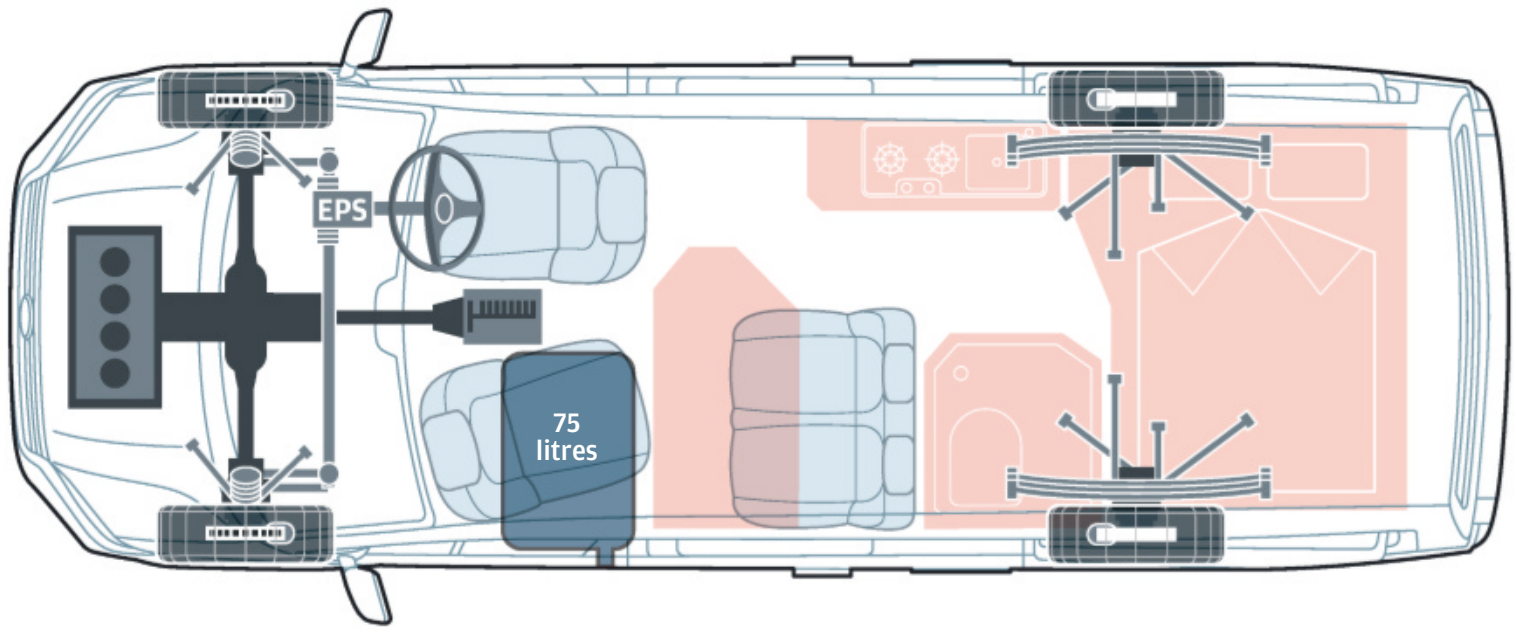
Ten years/unlimited mileage £790

Most buy vehicles like this privately and with cash, but VW does offer a 10-year hire purchase deal after a £7500 deposit, and at an APR of 7.4% – which, given the size of the loan, isn't too bad value. The vehicle is yours at the end of the term.

EQUIPMENT CHECKLIST

8.0in Discover Media touchscreen infotainment system with DAB radio, four speakers, Bluetooth, App-Connect	■
Driver and passenger swivel seats	■
Rear bench seat with a pair of three-point seatbelts and Isofix points	■
Driver and front passenger airbags	■
Cruise control with speed limiter	■
Two-person rear bed	■
70-litre fridge/freezer compartment	■
Hob with two burners	■
Sink, hot and cold water, folding tap	■
Wet room with shower, cassette toilet	■
Fresh water storage tank, 110 litres	■
Gas storage cupboard for two bottles	■
Two-tone paint	**£2850**
Roof-mounted satellite dish	**£2412**
Wireless phone charging pad	**£48**
Awning	**£954**
Over-cab bed with ladder	**£2490**
Lights and vision pack B (including automatic lights and wipers, high beam assist)	**£414**
Rear-view camera	**£282**

■ = Standard na = not available



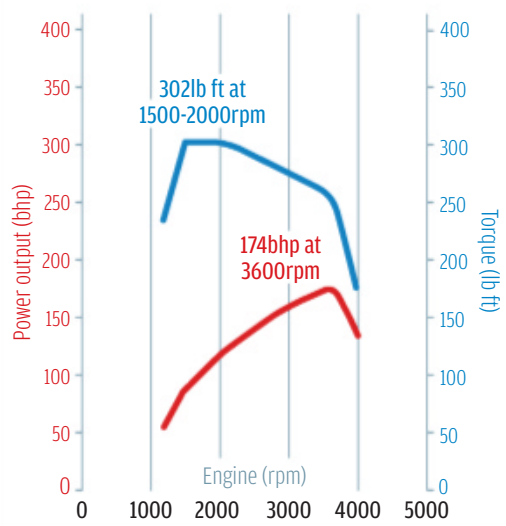
TECHNICAL LAYOUT

Grand California shares its underpinnings with VW's Crafter van, which is no longer related to the Mercedes-Benz Sprinter. Although longways-engined, rear-driven versions of the Crafter are offered, all Grand Californias use the transverse-engined front-driven layout. Weight distribution of our test car was almost exactly 50:50.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1968cc, turbocharged, diesel
Made of	Iron block, aluminium head
Bore/stroke	81.0mm/95.5mm
Compression ratio	16.2:1
Valve gear	4 per cyl
Power	174bhp at 3600rpm
Torque	302lb ft at 1500-2000rpm
Redline	4000rpm
Power to weight	57bhp per tonne
Torque to weight	98lb ft per tonne
Specific output	88bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	18.7mpg
	Touring	28.5mpg
	Average	26.1mpg
CLAIMED (NEDC)	**Urban**	32.5mpg
	Extra-urban	34.9mpg
	Combined	34.0mpg
	Tank size	75 litres
	Test range	431 miles

EMISSIONS & TAX

CO_2 emissions	218g/km (NEDC eq)
Tax at 20/40% pcm	na

CHASSIS & BODY

Construction	Steel, body-on-frame
Weight/as tested	3079kg/3095kg
Drag coefficient	na
Wheels	6.5Jx17in
Tyres	235/65 R17C, Continental ContiVanContact 200
Spare	Mobility kit

TRANSMISSION

Type 8-spd automatic
Ratios/mph per 1000rpm
1st 5.25/4.2 **2nd** 3.03/7.4 **3rd** 1.95/11.4
4th 1.46/15.3 **5th** 1.22/18.3 **6th** 1.00/22.3
7th 0.81/27.5 **8th** 0.67/33.3 **Final drive ratio** 3.87:1

BRAKES

Front 303mm ventilated discs
Rear 300mm ventilated discs
Anti-lock Standard, with EBA and EBD
Handbrake type Manual, lever, fly-off
Handbrake location Cabin floor, central

SAFETY

ESC, ABS, EBA, EBD, front assist with city emergency braking
Euro NCAP crash rating Not tested

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Beam axle, leaf springs, load-sensitive shock absorbers, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	3.4
Turning circle	13.6m

CABIN NOISE

Idle 47dB **Max rpm in 4th gear** 74dB
30mph 61dB **50mph** 67dB **70mph** 70dB

ACCELERATION

MPH	TIME (sec)
0-30	5.2
0-40	8.0
0-50	11.4
0-60	15.8
0-70	21.9
0-80	31.4
0-90	49.3
0-100	–
0-110	–
0-120	–
0-130	–
0-140	–
0-150	–
0-160	–

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	–	5.4	6.2	–	–	–	–
30-50	–	–	6.5	7.6	8.7	12.7	–
40-60	–	–	–	8.4	9.6	12.4	16.4
50-70	–	–	–	11.7	11.2	14.5	19.0
60-80	–	–	–	–	15.4	17.9	26.0
70-90	–	–	–	–	–	–	–
80-100	–	–	–	–	–	–	–
90-110	–	–	–	–	–	–	–
100-120	–	–	–	–	–	–	–
110-130	–	–	–	–	–	–	–
120-140	–	–	–	–	–	–	–
130-150	–	–	–	–	–	–	–
140-160	–	–	–	–	–	–	–

MAX SPEEDS IN GEAR

1	**17mph** 4000rpm
2	**29mph** 4000rpm
3	**46mph** 4000rpm
4	**61mph** 4000rpm
5	**73mph** 4000rpm
6	**89mph** 4000rpm
7	**102mph** 3704rpm
8	**102mph*** 3064rpm

* claimed

RPM in 8th at 70/80mph = 2102/2403

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Grand California, contact Volkswagen Commerical Vehicles Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 5LR (0800 783 4909, volkswagen-vans.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5454

Read all of our road tests autocar.co.uk

VERDICT ★★★½☆

New California is classy but not half as clever as smaller namesake

The Grand California has several evident strengths that (thankfully for us) you needn't have expert knowledge of the motorhome scene to appreciate. Where we needed the aforementioned to position it relative to its rivals, we sought help from our former colleagues at Practical Motorhome magazine, to whom we're grateful.

Readily apparent even to us, though, was the appealing perceived quality and classy material ambience of this vehicle; likewise, its impressive comfort, refinement and drivability. However, among its disappointments, we noted an inefficient cabin layout, which seems to present the on-board 'wet room' as if it were some kind of totem and generally makes the vehicle interior feel quite a bit less spacious than you expect.

If the regular California is a packaging miracle for its on-board adaptability, then, it's clear that, while this Grand version is a lot bigger, it's not half as clever; nor can it hide its commercial vehicle derivation half as cleverly when driven. A betting person might expect the former to matter more to seasoned motorhomers than the latter, and possibly neither as much as VW's fairly ambitious pricing – but only time will tell.

Testers' notes

MATT SAUNDERS
Is the caravan/motorhome thing at all like the cat/dog person debate? If so, put me down as a caravan person. Sleeping in what is effectively the same space in which your gas bottle lives just makes me uneasy, however misfounded that fear may be.

RICHARD LANE
Speak to any California owner and they'll attest how good the foam mattresses are. At only an inch or two thick, they don't look it – but just try one out.

Spec advice

The shorter, 600 body is the one to go for. (Who the hell asked for a seven-metre, two-berth camper?) Add the over-cab bed (£2490), solar panel (£1740), awning (£954), rear-view camera (£282) and mains electric cabin heater (£660).

Jobs for the facelift

- Make the sleeping quarters at the rear more adaptable. It's a lot of space to render so useless during the day.
- Consider relocating the toilet.
- Find a way to give the long-wheelbase version a second bed.

ROAD TEST RIVALS

Verdicts on every new car, p82

1 WESTFALIA JAMES COOK RAISING ROOF
Extraordinary Sprinter-based conversion has a rising roof and a slide-out rear section to increase living space inside.

2 WILDAX ELARA
UK-converted Sprinter-based model is packed with clever features and offers the convenience and practicality of a lengthways double bed.

3 VANTAGE SKY
Vantage's Sky is a truly family-friendly campervan, with a double bed that drops down over the lounge, in effect creating double bunk beds.

4 VW GRAND CALIFORNIA
Latest iteration of the California is bigger and pricier than the Beach and Ocean models but looks set to achieve equally iconic status in the coming years.
★★★½☆

5 MERCEDES-BENZ MARCO POLO AMG LINE
Merc's own factory-built camper is beautifully built but doesn't have the sheer ease of use or the space that the VW offers.

	1	2	3	4	5
Price	£76,600	£69,675	£69,765	£68,899-£71,395	£51,875
Power, torque	161bhp, 295lb ft	161bhp, 295lb ft	138bhp, 258lb ft	174bhp, 302lb ft	235bhp, 369lb ft
0-62mph, top speed	na	na	na	na, 102mph	na
CO_2, economy	na	na	na	218g/km, 34.0mpg (NEDC)	na

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JANUARY

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NEW CARS 2020

With more than 150 different cars due to go on sale this year, buyers have never faced more choice. So where do you start? Easy: right here, with our essential 21-page guide to every model hitting showrooms in 2020.

ILLUSTRATION REBECCA STEVENS

BY LAWRENCE ALLAN, JAMES ATTWOOD, RACHEL BURGESS, TOM MORGAN, FELIX PAGE AND MARK TISSHAW

MAKE OR BREAK

THE CARS THAT HAVE TO SUCCEED

ON SALE APRIL

ASTON MARTIN DBX

Aston Martin's most important car launch for a decade, the DBX is the firm's first SUV and has a lot resting on its shoulders. It has been a turbulent time since the company floated on the stock market in 2018 and CEO Andy Palmer believes the DBX will be pivotal in reassuring investors and analysts alike and propel Aston Martin into the next phase of its so-called 'second-century plan'.

Following the launches of the DB11, Vantage and DBS in consecutive years since 2016, the DBX is next up and should become the brand's best-selling model, with a target of 10,000 sales per year by 2021.

Palmer told us: "DBX is important as the first extension car. It shows we can move beyond GT cars. It's a new platform, new segment: it's a big challenge. The company has been turned around, but the DBX and Valkyrie [hypercar, co-developed with Red Bull F1] are major accelerators to the company and two giants

ALSO COMING

ON SALE THIS MONTH

ALFA ROMEO GIULIA
Its facelift will include interior upgrades that will help the model keep up with its fast-evolving rivals.

ON SALE THIS MONTH

ALFA ROMEO STELVIO
Another Alfa facelift. The mild refresh for this engaging SUV targets cabin quality and more technology.

ON SALE MARCH

ALPINA B3
Everybody's favourite company car (the BMW 3 Series) gets a performance-oriented rework at the hands of Alpina.

ON SALE AUGUST

ALPINA B8
Tuned version of BMW's range-topping 8 Series, with chassis tweaks and Alpina's unstinting attention to detail.

A NEW PLANT FOR A NEW CAR

Aston Martin's new factory in St Athan, south Wales, is one of the few good news stories for UK car manufacturing in recent times, not least in the wake of Ford's Bridgend plant closure a few miles down the road.

The firm made the decision to invest in 2016 – a bold move given that it was the year of its biggest loss – but knew that its current factory in Gaydon, Warwickshire, couldn't facilitate its growth ambitions.

The site will employ 750 people when production is in full swing, to build the DBX and upcoming Lagonda electric models.

of what we're trying to achieve."

The five-seat 4x4, powered by an AMG-sourced 542bhp 4.0-litre turbo V8, will cost £158,000 before options. Other powertrains, including a plug-in hybrid, are expected further down the line.

ON SALE JULY

POLESTAR 2

Given the strong reputation of Polestar owner Volvo, the new performance brand's first mainstream model, the 2, has good potential. The Tesla Model 3 rival is a five-door fastback with 402bhp, 487lb ft, a 0-62mph time of under five seconds and a range of 311 miles.

It sits on Volvo's CMA platform, also used by the XC40 SUV, and will have a distinct Volvo flavour inside as well as bespoke technology. The 2 will be launched initially in top-spec First Edition form and sold online only.

ON SALE NOVEMBER

ALFA ROMEO TONALE

If ever a maker was betting on a car's success, it's Alfa Romeo and its Tonale. The small SUV, based on a Jeep platform, underlines Alfa's determination to hit 400,000 sales annually, up from 150,000 in 2018. The BMW X1 rival will be the brand's first car to offer plug-in hybrid technology. Styling is closely aligned with the larger Stelvio but also aims to reference previous Alfa models: the Tonale concept's 21in wheels are inspired by the 33 Stradale and the front LED lights by the SZ and Brera.

THE EXECUTIVE FACELIFTS

ON SALE SEPTEMBER

BMW 5 SERIES

ON SALE SEPTEMBER

MERCEDES E-CLASS

Two stalwarts of the German car industry will once again go head to head in 2020, as BMW and Mercedes update their respective executive models.

Will BMW's designers supersize the updated 5 Series' grille in line with the rest of the range? Yes, but not to the extent of the bold 7 Series. We're also expecting a second, more powerful plug-in hybrid in the line-up with 388bhp and 36 miles of electric range.

The E-Class's refresh will bring its styling in line with that of newer Mercedes models, such as the A-Class and CLS, and introduce the latest MBUX infotainment system, offering advanced voice control and an overhauled interface.

ON SALE OCTOBER

MASERATI ALFIERI

The long-awaited Alfieri – Maserati's first all-new model since 2015 – will spearhead the brand's reinvention, showcasing its new electrified powertrains. The sports car will offer three electrified versions, including an EV with a tri-motor, four-wheel drive system and 800V battery technology, and a plug-in hybrid.

The 'halo' model will help Maserati position itself as both a performance car maker and tech leader within Fiat Chrysler Automobiles. The potential of the marque will be under close scrutiny because of the imminent merger with the PSA Group, so what better way to get attention than to roll out a pretty sports car?

ON SALE NOVEMBER

ALPINA XB7

BMW's largest SUV gets the Alpina treatment, including a predicted 600bhp and revised chassis to match.

ON SALE DECEMBER

ASTON MARTIN V12 SPEEDSTER

Lightweight, roofless speedster will be powered by Aston's signature V12.

ON SALE THIS MONTH

AUDI A1 CITYCARVER

Off-road-inspired supermini doesn't just look rugged: it also rides higher and has upgraded suspension.

ON SALE SEPTEMBER

AUDI A3 SALOON

Booted version of the new A3 will rival the BMW 2 Series Gran Coupé and Mercedes-Benz A-Class saloon.

ELECTRIFYING: THE NEW ERA OF SUPERCAR

For fans of Top Trumps, the fast-growing ranks of electrified supercars and hypercars will be, quite literally, game changing. The ability of electrified cars to immediately access power means such machines feature eye-watering torque and acceleration. But those due to hit the road in 2020 promise more than just big numbers.

ON SALE AUGUST

LOTUS EVIJA

Strictly limited to 130 units, the fully electric Evija is a spectacular statement of Lotus's intent under new owner Geely. It's unlike any car the Norfolk company has produced before, but the firm promises it will have Lotus-style handling alongside those gaudy stats.

PRICE £2 million
POWER 1973bhp
TORQUE 1254lb ft
TOP SPEED >200mph
0-62MPH <3.0sec

ON SALE JULY

PININFARINA BATTISTA

The first offering from Automobili Pininfarina is a 'halo' model for a line-up that will stretch from electric hypercars to upmarket performance-themed SUVs. Much of the electric technology has been developed by the increasingly influential Rimac.

PRICE £1.5 million*
POWER 1900bhp
TORQUE 1696lb ft
TOP SPEED 217mph*
0-62MPH <2.0sec
*Estimate

ON SALE JUNE

FERRARI SF90 STRADALE

Ferrari isn't ditching petrol engines just yet: the heart of its new flagship model is a 769bhp twin-turbo V8. But since that's clearly not enough power, the V8 is mated to a plug-in hybrid system with three motors for all-wheel drive and 16 miles of electric-only running.

PRICE £750,000*
POWER 986bhp
TORQUE 590lb ft
TOP SPEED 212mph
0-62MPH 2.5sec
*Estimate

ALSO COMING

ON SALE JANUARY

AUDI A3 SPORTBACK E-TRON

Mildly updated plug-in hybrid returns for short period ahead of new A3's arrival.

ON SALE FEBRUARY

AUDI A5

Executive car gets a refreshed look similar to that of the latest A4 along with new mild-hybrid engine options.

ON SALE FEBRUARY

AUDI E-TRON 50

Entry-level variant is cheaper and lighter but smaller battery shrinks range to 186 miles. Mid-spec 60 is also due.

ON SALE DECEMBER

AUDI E-TRON GT

This sleek saloon is Ingolstadt's flagship electric model and will be the fastest-charging Audi EV yet.

ASTON MARTIN VALKYRIE

Created with input from Formula 1 design ace Adrian Newey and claimed by Aston boss Andy Palmer to be capable of lapping Silverstone "as fast as an F1 car". Power comes from a 6.5-litre Cosworth-developed V12 engine and a Rimac-derived electric motor.

PRICE £2 million
POWER 1160bhp
TORQUE 664lb ft
TOP SPEED >200mph*
0-62MPH <2.5sec
*tbc

AUDI R8

Audi is working on a next-gen electric-only version of its R8 supercar – and it will be previewed this year with a new EV reworking of the current model. Specs have yet to be confirmed, but expect performance similar to the PB18 e-tron concept from 2018.

PRICE £250,000*
POWER 764bhp*
TORQUE 612lb ft*
TOP SPEED >186mph
0-62MPH 2.5sec*
*Estimate

McLAREN'S BIG YEAR

The Woking firm continues to expand its range – including the addition of two new range-topping Ultimate Series models.

ON SALE FEBRUARY

McLAREN 620R
Hardcore, road-going version of the 570S GT4 will be the fastest Sports Series McLaren you can buy. It gets a 612bhp 3.8-litre V8, less weight, race-spec adjustable suspension and semi-slick tyres. That and motorsport aero should let it monster any circuit.

ON SALE NOVEMBER (TBC)

McLAREN 750LT
A faster, lighter 'long tail' 750LT hasn't been confirmed yet, but it's a natural progression of the 720S in line with other models (see: 600LT). Spy shots of a modified 720S test hack show work has begun and the model is likely to have about 740bhp.

ON SALE FEBRUARY

McLAREN SPEEDTAIL
Spiritual successor to the F1? Well, it's the first McLaren since that car with three seats, has an F1-matching production run of 106 units and is designed to reach an F1-beating 250mph. Aero styling makes this Ultimate Series GT a real attention grabber.

ON SALE DECEMBER

McLAREN ELVA
An 804bhp two-seat open-top roadster with a top speed of 200mph – and no windscreen. Don't worry: a new McLaren device deflects air away from the driver (or you can option a screen).

ON SALE FEBRUARY

AUDI E-TRON SPORTBACK
Coupé version of the electric E-tron SUV offers 278 miles of range from a 95kWh battery in 355bhp, 414lb ft form.

ON SALE SEPTEMBER

AUDI Q5
BMW X5 rival will be refreshed with exterior tweaks, big interior upgrades and new mild-hybrid engine options.

ON SALE NOVEMBER

AUDI RS3
Vying for the title of ultimate hot hatch, the RS3 is set to keep its bombastic five-pot turbo motor with more than 400bhp.

ON SALE THIS MONTH

AUDI RS7
Range-topping grand tourer features coupé styling and shares the same 4.0-litre turbocharged V8 as the RS6.

NEW DEFENDER

Do you remember a car with more hype than the new Defender? Thought not. Revealed last September, it promises to be as peerless off road as its forebear but revelatory on it, blending modern and traditional inside and out. Land Rover had a clear product plan from the get-go, offering two wheelbases, the three-door 90 and five-door 110, sold with four distinctive packs – Explorer, Adventure, Country and Urban – plus two commercial models.

THE AUTOCAR SPECIFICATION

Here's one we specced earlier... a Defender 110 with the P300 petrol engine, Pangea Green paint, 18in gloss white steel wheels (of course) and a white roof.

WHAT'S NEXT?

PLUG-IN HYBRID
In the second half of this year, Land Rover will launch a four-pot plug-in hybrid, likely to be badged P400e.

EIGHT-SEAT 130
The larger 130 will arrive in 2021, pegged as the premium Defender. It will enter at a higher price point and rival the Mercedes G-Class.

ALL-ELECTRIC FLAGSHIP
New super-luxury variant is tipped to be all electric and have sharper styling and a six-figure price.

ON SALE MARCH

ALSO COMING

AUDI S3
Audi's answer to the Volkswagen Golf R, the next S3 is poised to produce more than 300bhp.

BMW 2 SERIES GRAN COUPE
Front-wheel-drive four-door coupé crowns BMW's expanded range of compact cars.

BMW iX3
The all-electric new model is set to add a zero-emissions option to BMW's mainstream SUV line-up.

BMW M8
Most powerful and fastest two-door model yet sold by the German car maker will arrive wielding more than 600bhp.

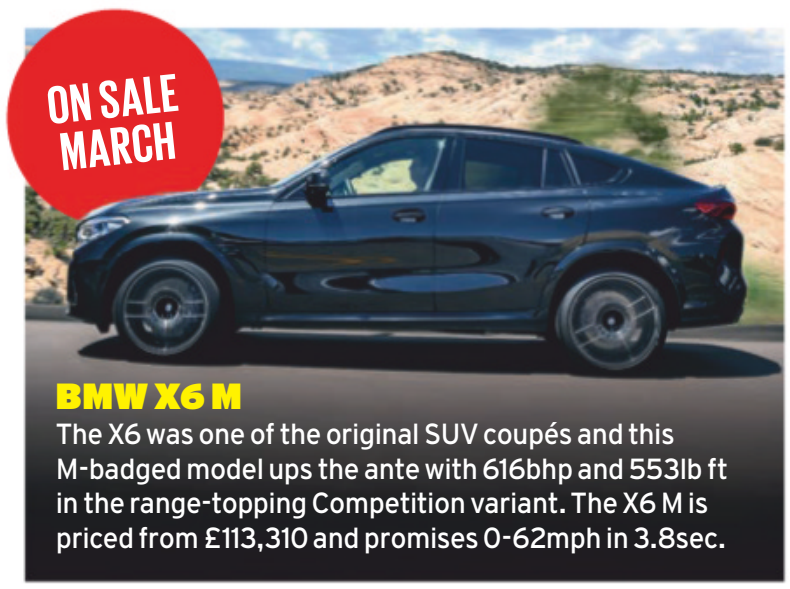
RISE AND RISE OF THE SUV COUPE

ON SALE EARLY 2020

AUDI RS Q8

"What's surprising is the Audi's agility," said Autocar's James Disdale of the RS Q8 when riding in it at the Nürburgring recently. "Where you'd expect plough-on understeer and extreme body roll, the RS Q8 takes a neutral and flat stance."

The 'halo' model for Audi's largest SUV coupé, it features the twin-turbo 4.0-litre V8 from the forthcoming RS6, packing 592bhp and 590lb ft.



ON SALE MARCH

BMW X6 M

The X6 was one of the original SUV coupés and this M-badged model ups the ante with 616bhp and 553lb ft in the range-topping Competition variant. The X6 M is priced from £113,310 and promises 0-62mph in 3.8sec.

ON SALE LATE 2020

CUPRA FORMENTOR

Cupra's first stand-alone model, the Formentor, will be its flagship. As such, it will start life as a Cupra with a 242bhp plug-in hybrid but is likely to be followed by Seat-badged versions with less potent powertrains.

ON SALE THIS MONTH

MERCEDES-AMG GLE 63 AND 63 COUPE

Super-SUV and its SUV coupé sibling gain hybrid technology for the first time, mating a potent twin-turbocharged V8 to a mild-hybrid EQ Boost starter/alternator system that brings an extra 22bhp and 184lb ft when required.

MORE HOT MERCEDES-AMG SUVs ON THEIR WAY

ON SALE MARCH

GLE 53 AND 53 COUPE
Performance-led siblings use 48V mild-hybrid tech and make 429bhp.

ON SALE JUNE

GLS 63
Mercedes' ultimate performance SUV is a 603bhp seven-seater.

ON SALE APRIL

GLB 35
Go-faster compact SUV is the fourth model to get the AMG 35 treatment.

ON SALE THIS MONTH

BMW X1 PLUG-IN HYBRID
Plug-in hybrid version of BMW's compact SUV promises 35 miles of electric-only range.

ON SALE DECEMBER

CITROEN C4 CACTUS EV
Quirky hatch gets an electric variant, sitting on the same platform as the Corsa-e of PSA Group sibling Vauxhall.

ON SALE JUNE

CITROEN C5 AIRCROSS PLUG-IN HYBRID
French brand's first plug-in hybrid leads a broader electrified offensive.

ON SALE OCTOBER (EST)

DS 8 SALOON
Luxury brand's flagship model, rivalling the BMW 5 Series, is expected to use plug-in hybrid technology.

ELECTRIC ICONS

FAMOUS MODELS THAT ARE TURNING EV

ON SALE OCTOBER

FORD MUSTANG MACH-E

The Ford Mustang is arguably the antithesis of a high-riding electric SUV. It's a muscle car, best served with a rorty V8 producing plenty of noise. So why has Ford stuck that pony badge on the Mustang Mach-E, its new high-riding electric SUV?

The idea, according to Ford designer Murat Gueler, is to give its new EV a dose of the Mustang's "emotion and drama" with muscle-car styling but without resorting to pastiche. The hope is that it can give the Mustang Mach-E, which will cost around £60,000 in 332bhp First Edition form, the premium sheen necessary to take on the likes of the Tesla Model Y.

It certainly has the specs to do so – and hotter GT and Shelby versions are on the way in an attempt to win over Mustang sceptics.

DORIT HAAS
FORD MUSTANG MACH-E DEVELOPMENT TEAM

Why use the Mustang name for the Mach-E?
"We're not the first to make an electric car. They're the new normal, so we needed an emotional hook to make people want one. We want people to love this car."

What does it represent?
"It's our step into the future, without ignoring our history. There's a lot of emotion with the Mustang and it's time to progress that in a wider direction."

What was the focus with the dynamics?
"It's meant to be like a sports car. This is a performance EV, not just in a straight line but in terms of handling and agility. The ride is very important. That will be very important with future versions."

ALSO COMING

FERRARI 812 GTS
Hold on to your hats: the 780bhp drop-top 812 is the world's most powerful production convertible.

FERRARI F8 TRIBUTO
Effectively a heavy reworking of the 488 GTB. This could be the brand's last non-hybrid V8 car.

FERRARI ROMA
Two-seat front-engined coupé is described by the firm as a Ferrari for people scared of driving a Ferrari.

FORD FIESTA MILD HYBRID
A small range of mild-hybrid engines for the Fiesta and Focus are to improve efficiency and low-speed smoothness.

ON SALE SEPTEMBER

FIAT 500e

That it's taken so long to produce an electric version of the 500 exemplifies Fiat's problems in recent years. It's a natural pairing: the 500 is at its best in urban areas, where an EV comes into its own, and style-conscious buyers have always been willing to stump up a premium for a 500, which the higher cost of EV tech requires. Specs are unconfirmed, but expect it to maintain the styling of the current car, with modest batteries to meet its city car brief. While it's late coming, this could be the car that saves Fiat as a brand.

ON SALE FEBRUARY

MINI ELECTRIC

The Mini Electric hardly introduces a radical new look for the brand. Instead, the firm has simply installed a 181bhp electric powertrain in a regular hatch, offering Cooper S levels of performance with no engine noise. The £24,400 starting price is compelling, the range of 124-144 miles less so. Still, on first impressions, the peppy electric motors offer pleasingly entertaining Mini-esque performance and the handling remains a strong point.

GAME-CHANGING EVs

ON SALE OCTOBER

TESLA MODEL Y

A high-riding SUV reworking of the Model 3, the Model Y is the most sensible Tesla yet, adding extra practicality to the Model 3's compelling mix of electric power and style. It shows the growing maturity of Tesla as an established car firm capable of producing desirable cars.

ON SALE NOVEMBER

VOLKSWAGEN ID 3

This, VW claims, is its most important car since the original Golf. The first to be built on the electric MEB platform, it spearheads a huge EV push. Our first test, in a prototype, suggests it's a credible EV contender – and a truly good small car, regardless of powertrain. It's priced from £27,500.

ON SALE DECEMBER

MERCEDES-BENZ EQB

Mercedes has only just launched the GLB and is wasting no time in moving on to the full-electric EQB version. Twin motors and a range of about 310 miles are expected. We have some reservations over the GLB's dynamics but the EQB could find a niche as a compact premium seven-seat SUV.

THE WORLD'S BEST ELECTRIC CAR

ON SALE THIS MONTH

PORSCHE TAYCAN

Matt Prior drove the £138,826 Taycan Turbo S, which offers 751bhp from its (turbo-free) electric motors and declared: "It might just be more enjoyable to drive than any other current four-door Porsche." His conclusion? "The best electric car in the world."

Andrew Frankel has since tested the 'entry-level' £83,367 429bhp 4S, and declared it even better, offering all the magic of higher models with little downside. He gave it five stars, calling it "the best of the best".

It's still early days for electric cars, of course, and better ones will undoubtedly come. But Porsche has set the bar very high.

ON SALE THIS MONTH

FORD PUMA

The small coupé returns. Wait, no, the Puma is now a Nissan Juke-rivalling compact crossover.

ON SALE JUNE

HONDA E

This achingly cute EV should appeal on style grounds, if less so for its £26,160 price and modest 136-mile range.

ON SALE JULY

HONDA JAZZ

The new version of Honda's UK best-seller features revamped styling and hybrid-only powertrains.

ON SALE MAY

HYUNDAI i20

Hyundai's Ford Fiesta rival will enter a new iteration with reworked looks and upgraded interior technology.

THE RETURNING HEADLINERS

VOLKSWAGEN GOLF

ON SALE MARCH

Well, what did you expect? Not a revolution: this is a Golf, after all. Now in its eighth generation, the new Golf is still very much a Golf, with its evolutionary styling, improved practicality, marginally increased dimensions and greater efficiency, both under the bonnet with proven but enhanced engines (including mild-hybrid technology) and in its aerodynamics.

Those are the kinds of changes you tend to see from one generation of Golf to the next, so the really new feature this time round is an interior that adopts a completely digital dashboard. It's quite some shift and is anything but conservative. And is that evidence of cost-cutting we see, now that the underside of the bonnet is no longer body coloured and is kept up with a manual strut? Surely not...

WHICH GOLFS ARE COMING WHEN?

ON SALE DECEMBER

GOLF ESTATE
No surprises here. It's the Golf with a bigger boot. Extra bodystyles for the Golf end here, though: the three-door, Plus and Cabriolet will be no more.

ON SALE SEPTEMBER

GOLF GTI
There was heated debate at VW about whether the GTI would go hybrid. The no camp won. So a 2.0 TSI will arrive with 242bhp or 287bhp in a GTI Clubsport.

ON SALE SEPTEMBER

GOLF GTD
VW is persisting with the performance diesel Golf. Little is known about the GTD, however, beyond its 2.0 TDI engine and GTI-aping chassis and looks.

ON SALE SEPTEMBER

GOLF GTE
The hot GTE plug-in hybrid will again combine a 1.4-litre turbocharged petrol engine with an electric motor for a combined total of 242bhp.

ALSO COMING

ON SALE SEPTEMBER

HYUNDAI i30
Significant styling changes are planned for the Golf rival, with a more distinctive look promised among a raft of changes.

ON SALE JULY

JEEP GLADIATOR
About as big a vehicle as you can get on four wheels is coming to the UK. It makes a Ford Ranger Raptor look tiny.

ON SALE AUGUST

JEEP RENEGADE PHEV
Jeep's first plug-in hybrid has a 1.3-litre petrol engine, an electric motor and the promise of 31 miles of electric range.

ON SALE FEBRUARY

KIA CEED PHEV
Plug-in power arrives in SW and Xceed versions of the Ceed range. The system is based around a 1.6-litre petrol engine.

AND WE'VE DRIVEN IT

We have already had a go in the new Golf and were surprised by how much more dynamic it is than the old car.

Underpinning the Mk8 Golf is an overhauled version of the MQB platform, with a claimed big increase in structural rigidity. The new model is more direct in its actions than before and, for enthusiast drivers, it makes for a more compelling car than the Mk7 version.

Engine-wise, the new 148bhp 1.5-litre petrol mild-hybrid prioritises refinement and economy over outright performance, while the 2.0 TDI diesel we have also tested makes full use of its extra torque to improve drivability.

And that interior? It will take some getting used to. While VW is trying to appeal to younger people with a high-tech cabin that swaps physical buttons for touchscreens, for the core Golf buyers, time will tell whether the baby has been thrown out with the bathwater.

ON SALE SEPTEMBER

GOLF R
The base R will have just over 300bhp from its 2.0-litre turbo driving all four wheels and a new R Plus version around 350bhp.

TOYOTA YARIS

Fresh from turning the automotive equivalent of vanilla, the Auris, into the dynamically engaging and interesting Corolla, Toyota is aiming to do a similar trick with the Yaris. The new car is lower, wider and shorter than before, making it the only supermini less than four metres long.

It has switched to a new platform, promising improved dynamics, and has a new interior that looks a huge improvement over the drab Yaris it replaces. One-litre and 1.5-litre petrols will be offered alongside a 1.5-litre petrol-electric hybrid, plus a hot GR version.

ON SALE SEPTEMBER

ON SALE MAY

FORD KUGA

Revealed last April, the new Ford Kuga still won't be on sale for a few months yet. Ford acknowledges it has been slow to launch truly competitive SUVs. One in five Fords sold is an SUV whereas across the industry it's one in three. So the Kuga and the smaller Puma are leading the comeback.

The new Kuga will be offered with petrol, diesel, mild-hybrid, hybrid and plug-in hybrid powertrains. Using a platform shared with the Focus should ensure it has strong driving dynamics and the interior will be familiar from the big-selling family hatchback, too.

ON SALE APRIL

SEAT LEON

It is testament to just how good the current Leon is that it remains among the best in class seven years after its launch. Forget the Ateca: it's the Leon that has given Seat the platform to grow and forge a reputation for cars capable of competing at the very top of the class.

Now Seat has settled on a successful formula, it isn't about to change it. So the new Leon will be based on the latest VW Golf and share much of its tech. It will also follow the Mk8 Golf's strategy of offering greater refinement of, and all-round improvement over, the current recipe, rather than adopt a more radical approach.

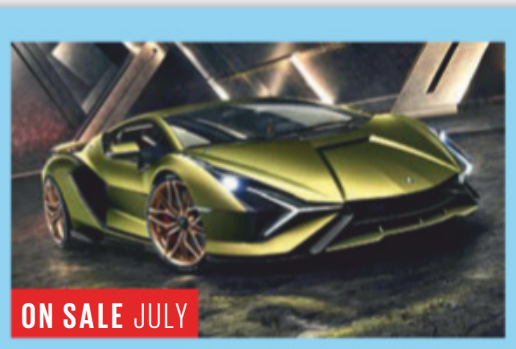
MISSING PERSON REPORT

Notice anyone missing from our preview of 2020's new cars? It's Nissan, which has not one new model due on sale this year. Although the new Juke is still fresh in showrooms, the firm will sell nothing new this year and that hints at its struggles since the dramatic fall from grace of all-powerful boss Carlos Ghosn just over a year ago.

The light at the end of the tunnel comes from an all-new Qashqai, which is as big as it gets for Nissan, but that model won't go sale until at least 2021. Until then, Nissan is banking on the Juke being an even bigger smash hit than the original was in order to reverse the firm's double-digit sales slide.

ON SALE APRIL

KIA SOUL EV
The third-gen Soul is now electric only. A drivetrain shared with the excellent e-Niro enables a 280-mile range.



ON SALE JULY

LAMBORGHINI SIAN
The fastest-accelerating Lamborghini yet is also the firm's first hybrid – and the magical V12 survives as part of it.

ON SALE MAY

LAND ROVER DISCOVERY SPORT PHEV
It's unconfirmed but the electrified SUV is tipped to have a new three-pot engine.

ON SALE MAY

LAND ROVER RANGE ROVER EVOQUE PHEV
First PHEV drivetrain for the Evoque will be shared with the Discovery Sport.

TRANSFORMING JAGUAR

Jaguar has faced tough times of late, but the firm is planning to start hitting back in 2020. To boost its short-term fortunes, Jaguar will refresh most of its current line-up – and reveal the new all-electric XJ that will truly set its course for the future.

F-TYPE

The sports car has been sharpened up for 2020, with both coupé and cabriolet receiving a redesigned front end that more closely matches the facelifted XE compact saloon.

Interior upgrades have modernised the cabin, which remains driver focused and eschews analogue dials for a digital instrument cluster. It receives Jaguar's latest infotainment software and materials quality has taken a step up, too, but the biggest change has been to the engine line-up. The V6 variant will no longer be sold in Europe, leaving a choice of two 5.0-litre supercharged V8s, with 444bhp and 567bhp, and a 2.0-litre turbo four-pot with 296bhp.

ON SALE SEPTEMBER

E-PACE

An early refresh for Jag's smaller SUV, which only arrived in 2018. Expanded safety and driver assistance systems will be the main focus, with a streamlined selection of engines.

ON SALE AUGUST

XF, XF SPORTBRAKE

Expect changes as significant as those on the XE's recent mid-life refresh, with cabin upgrades, expanded technology, an evolved exterior appearance and engines that are more efficient.

ON SALE JULY

F-PACE

Perceived quality and technology upgrades will be the focus of the F-Pace's 2020 redesign. The SUV is set to benefit from systems first seen in the I-Pace and new mild-hybrid engines will be introduced.

ALSO COMING

LEXUS LC CONVERTIBLE

Drop-top variant of the LC coupé has long been in development and will finally arrive this year in V8 form.

MASERATI GHIBLI

Facelifted BMW 5 Series rival will have the brand's first hybrid powertrain and level two autonomous driving tech.

MASERATI LEVANTE

Mid-cycle refresh looks to bring Maserati's SUV up to the class standard, particularly in terms of technology.

MASERATI QUATTROPORTE

Performance saloon is set to gain new looks and interior refinements to raise its game against luxury rivals.

ELECTRIC-ONLY XJ SIGNALS NEW ERA

If the I-Pace was a statement of intent, the electric-only XJ will prove how committed Jaguar is to electrification when it makes its debut in 2020. The reinvented flagship saloon promises to sport "unconventional" looks.

The first of several electrified models to be produced in the UK, the next-gen XJ is set to be built at the firm's Castle Bromwich plant, with up to 150,000 batteries produced yearly at the nearby Hams Hall facility.

More importantly, it could be the next step towards Jaguar's transformation into an EV-only brand, with the XE and XF replaced by an all-electric crossover in 2023 and a second-generation I-Pace to lead the electric SUV charge.

ROOMY AND VROOMY

AUDI RS6 AVANT

Audi Sport's flagship has long been the benchmark for practical performance cars and, having driven it, we reckon this latest version – with a 591bhp mild-hybrid V8 engine and a 565-litre boot – is the most accomplished yet. While rivals might have greater driver appeal, we reckon no other hot estate can beat it for all-round excellence.

Of course, these days there's more than one way to mix practicality and performance – and the RS6 doesn't just have to battle performance estates to win over buyers...

BMW X5 M

Only the spiciest Competition variant of BMW's hot SUV will be heading to the UK, with a 616bhp twin-turbo 4.4-litre V8 paired with a rear-biased all-wheel drive system similar to the M5's. The full-fat M model promises to demolish 0-62mph in 3.8sec, despite weighing almost 2.5 tonnes, and receives substantial chassis upgrades over the regular X5 along with a £110,610 price.

VOLKSWAGEN TOUAREG R

The latest addition to Volkswagen's rapidly expanding R performance range will be its first plug-in hybrid. It's unclear yet whether it will use a plug-in version of the Touareg's current V6 or the China-only 2.0-litre plug-in hybrid set-up. Ether way, expect power to be pushed beyond 400bhp.

MERCEDES-BENZ EQA

Entry-level EQ model is set to mimic the popularity and practicality of the GLA rather than the A-Class hatchback.

MERCEDES-BENZ EQV

Electric people-carrier, based on the V-Class, will deliver 252 miles of range and a choice of seating configurations.

MERCEDES-BENZ GLA

A-Class-based compact crossover grows up, with larger dimensions, an eventual plug-in hybrid and AMG variants.

MERCEDES-BENZ GLB

It mixes rugged SUV styling with seven-seat practicality in a compact package, with AMG versions set to follow.

CITY CARS
AN ENDANGERED SPECIES

Often maligned or ignored, a city car is the first and last bastion of personal mobility. Bought mostly by the youngest and oldest motorists in society, the tiny, cheap yet surprisingly well-endowed crop of today's A-segment models seems more relevant than ever in a world of decreasing road space and growing traffic levels.

Yet they're in danger of extinction, party because of punishing EU CO_2 regulations that get tougher the lighter the car is, regardless of price, and the cost of electrifying cars such as this relative to their price point. An Autocar investigation last year concluded that a number of car makers who've previously led this market – such as Ford, Volkswagen and Vauxhall – are either refusing to confirm replacements for their current city cars or pulling out of the market segment altogether.

A new generation of compact EVs, like some of the cars here, is waiting in the wings to pick up the slack but, as many of our readers point out, electric cars just don't work for everyone yet. Thankfully, there are still a few firms willing to stick it out in the A-segment.

ON SALE THIS MONTH

ALSO COMING

ON SALE JULY

MERCEDES-BENZ GLE COUPE
Controversial sloping-roofed GLE returns with a svelte redesign, new technology and electrified powertrains.

ON SALE MAY

MERCEDES-MAYBACH GLS
Mercedes goes after Bentley and Rolls-Royce with its ultra-luxury, Maybach-branded version of its flagship SUV.

ON SALE NOVEMBER

MG HS PHEV
A petrol-electric HS will be a value-led plug-in offering in the UK but is on sale in China with nearly 300bhp.

ON SALE OCTOBER

MINI COUNTRYMAN
Mini's popular SUV will gain a mid-cycle refresh, with updated looks and more equipment but few mechanical changes.

HYUNDAI i10

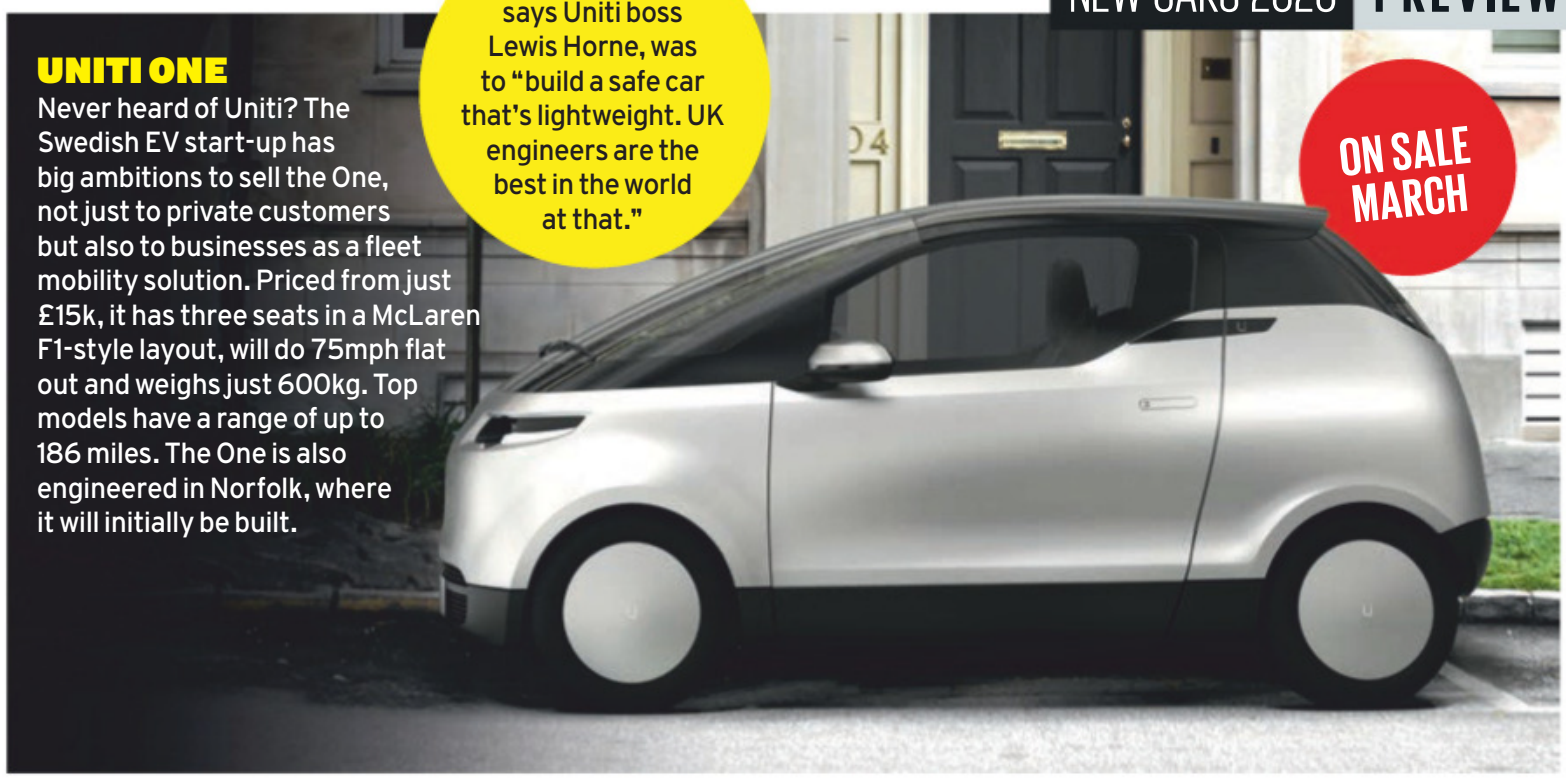
We thought the death of the much-loved Ford Ka would be a nail in the coffin for city cars, but Hyundai doesn't seem fazed. It's launching a new generation of the i10 this year, with a youth-oriented design overhaul and better packaging for more passenger space.

Hyundai claims it's better to drive than the old car, too, and the roster of tech has been upgraded to the point where it's barely less well equipped than bigger Hyundais. Three- and four-cylinder engines will return, but a new turbocharged three-pot in the N Line model takes the i10 into a new warm mini-hatch market.

UNITI ONE

Never heard of Uniti? The Swedish EV start-up has big ambitions to sell the One, not just to private customers but also to businesses as a fleet mobility solution. Priced from just £15k, it has three seats in a McLaren F1-style layout, will do 75mph flat out and weighs just 600kg. Top models have a range of up to 186 miles. The One is also engineered in Norfolk, where it will initially be built.

The brief, says Uniti boss Lewis Horne, was to "build a safe car that's lightweight. UK engineers are the best in the world at that."



SKODA CITIGO-e iV

The Citigo-e iV feels much stronger in its acceleration than the claimed 0-62mph time of 12.3sec would have you believe. In tight going, it comes into its own, thanks to its small dimensions and quick steering. And although we've not yet had a chance to test the range fully, several circuits of a fairly long city route appeared to show that its claimed 161-mile range is no lie. The Citigo-e iV looks a good proposition, provided you know what you need it for.

SMART FORTWO

Smart is the first mass-market car maker to go electric only and has overhauled its 2.7m-long Fortwo, giving it a fresh face and EQ branding. The 17.6kWh, 80bhp electric powertrain is unchanged, meaning a range of under 100 miles, so it's clearly urban focused.

VOLKSWAGEN UP

Volkswagen is the last VW Group brand to keep both petrol and electric options in its city car, with the petrol Up set to be reintroduced in early 2020, alongside a GTI warm version. The electric e-Up also receives a substantial range boost, up to 162 miles, thanks to a larger battery.

MITSUBISHI MIRAGE

The Mirage has struggled to make an impact in Europe but Mitsubishi hopes to revive its fortunes with a refreshed design and new interior tech. Items such as LED headlights, Apple CarPlay and Android Auto connectivity are aimed at boosting the model's desirability.

MINI GP

The GP tag returns on the fastest and most outlandish Mini yet, which has front-wheel drive and over 300bhp.

MITSUBISHI ECLIPSE CROSS

It has been on sale only a year, but Mitsubishi will update its mid-sized SUV with changes to the love-or-hate styling.

MITSUBISHI OUTLANDER

Spy shots show a ground-up redesign. Expect a major upgrade to its plug-in hybrid system as well.

PEUGEOT 2008

New generation of Peugeot's popular small SUV brings an all-electric variant for the first time, plus new looks.

BACK-SEAT DRIVERS

THE LUXURY LIMOS TOO GOOD NOT TO DRIVE

MERCEDES S-CLASS

The seventh generation of Mercedes-Benz's flagship model aims to raise the bar in the luxury saloon segment even higher – and is expected to introduce new technology and systems that will eventually trickle down the range.

Likely to be offered in long-wheelbase form only (good news for buyers who prefer to be driven), the S-Class will be built on an all-new Mercedes platform and spy shots suggest that it will feature the biggest touchscreen yet seen in any of the firm's models.

Expect a choice of petrol and diesel engines, along with mild and plug-in hybrids, before the arrival in 2022 of the EQS, bidding to be the world's best all-round luxury EV.

ROLLS-ROYCE GHOST

Last year, the new Ghost was spied at the Nürburgring being benchmarked against a BMW M5. You don't do that if you're only expecting the owner to sit in the back. The Ghost will take on the new Flying Spur with a 6.6-litre twin-turbo V12 and is expected to gain all-wheel drive for the first time.

BENTLEY FLYING SPUR

The newest version of Bentley's most luxurious model retains a twin-turbo W12, tuned for 626bhp, and has a 207mph top speed. Our first taste came late last year, when Steve Cropley reported that it "can accelerate like a McLaren and ride like a Rolls".

ALSO COMING

PEUGEOT 508 PLUG-IN HYBRID
Electrified version of French firm's stylish executive saloon offers 222bhp.

POLESTAR 1
Limited-run hybrid luxury coupé is a stylish but pricey launch vehicle for Volvo's performance spin-off brand.

PORSCHE PANAMERA
Refresh for the four-door grand tourer will include a plug-in hybrid and other new engine options.

RENAULT CAPTUR
New version of Europe's best-selling small crossover gains sophistication and a revamped engine range.

ON SALE SEPTEMBER

S-CLASS INNOVATIONS

CRUMPLE ZONES (1971)
Bodywork designed to crumple and absorb impact first featured on the W111 'Fintail', the predecessor of the S-Class.

ELECTRONIC ABS (1981)
The S-Class wasn't the first car to have ABS, but the electronic version was a big step up from previous mechanical systems.

ESP (1995)
Introduced midway through the life of the W140 S-Class and now widely used across the industry.

SMART KEYS (1998)
Allowed cars to be unlocked and started without an owner taking their keys out of their pockets.

AUTOCAR IMAGE

INVASION OF THE PLUG-IN HYBRIDS

ON SALE SEPTEMBER

SKODA OCTAVIA iV
The new version of Skoda's best-seller will gain a plug-in hybrid option for the first time, offering 201bhp and 34 miles of electric-only range from a 1.4-litre engine mated to an electric motor.

ON SALE THIS MONTH

MERCEDES-BENZ GLE 350de
A plug-in hybrid diesel? That's right: Mercedes thinks a 2.0-litre diesel and an electric motor will combine long-distance efficiency and up to 61 miles of emission-free urban cruising.

ON SALE FEBRUARY

PEUGEOT 3008 HYBRID 4
With an electric motor on each axle, the plug-in hybrid is the first version of Peugeot's SUV to offer all-wheel drive. The powertrain delivers 296bhp and 35 miles of electric running.

ON SALE SEPTEMBER

TOYOTA RAV4 PLUG-IN HYBRID
With 298bhp and four-wheel drive, the hot plug-in RAV4 will be the company's quickest alternatively fuelled car yet. For the record, it covers a 0-62mph in 6.2sec.

ON SALE JANUARY

RENAULT ZOE
Long-established small EV gets a facelift and expanded range of up to 241 miles in attempt to take on newer rivals.

ON SALE SEPTEMBER

SEAT ATECA
Hugely popular SUV that transformed Seat's fortunes gets its own transformation with a mid-life facelift.

ON SALE DECEMBER

SEAT EL-BORN
Spanish-accented Volkswagen ID 3 sibling will feature a 201bhp motor and a range of around 261 miles.

ON SALE FEBRUARY

SEAT Mii ELECTRIC
City car follows VW Up and Skoda Citigo siblings in going electric, with a 162-mile range. Priced from £19,300 (after grant).

NEW-AGE HOT HATCHES

CORSA-e VXR

Before the PSA Group bought Vauxhall, the idea of the brand pioneering in the hot hatch sector would have seemed far-fetched. After all, nothing launched in recent memory could be described as innovative. But the firm has been first to stick its head above the parapet and confirm its next small VXR model, the Corsa, will be fully electric. Gone will be the days of VXRs bouncing loudly off the redline around Britain's suburbs on a Friday night.

It's perhaps best not to get too excited at this stage. Autocar understands that initially we'll see cosmetic and handling upgrades rather than a significant power boost, but a performance hike should feature later. Besides, with a 0-62mph time of 8.1sec and instant torque, the Corsa-e (see right) isn't exactly sluggish. Expect a reveal of the Corsa-e VXR in the latter half of 2020, with sales starting at the end of the year. Amazingly, there will also be a VXR version of the Vivaro van.

ALSO COMING

SKODA OCTAVIA ESTATE
Load-lugging bodystyle will arrive alongside the hatchback version of the Czech firm's family favourite.

SKODA SUPERB PHEV
First electrified Superb gets a 215bhp plug-in hybrid powertrain, a 34-mile all-electric range and ultra-low CO_2.

SMART FORFOUR EQ
As with the Fortwo, the largest Smart on sale will gain revised styling and updated technology.

SMART FORTWO EQ CABRIO
A facelift and technology revamp is on the way for the smallest convertible on sale, which is now electric only.

WE'VE RIDDEN IN THE CORSA-e

Richard Lane rode in the Corsa-e last October and wrote: "Performance is hardly the raison d'être of this standard Corsa-e. Nevertheless, a 0-30mph time of 2.1sec means it will feel far from slow on the road and it darts forward in a smooth, swift fashion. As now mandated by law, there's also a futuristic, metallic hum that emanates from the car's nose as it pulls cleanly off the mark. To access the maximum 134bhp and 260lb ft, you need to select Sport mode. This also sharpens up the throttle response."

ON SALE OCTOBER

CUPRA LEON PHEV

Seat's CEO has confirmed that the next-gen Cupra Leon, not carrying the badges of its parent firm, will feature a plug-in hybrid powertrain. Whether there will be other versions remains to be seen, but the PHEV Leon will have 242bhp and emit less than 50g/km of CO_2. It will share its powertrain, along with the updated MQB platform, with the new VW Golf GTE, and be available as a hatchback and an ST estate.

ON SALE OCTOBER

SKODA OCTAVIA vRS

Skoda's family-friendly hot hatch is, like its Spanish sibling, also being transformed for the new decade and going plug-in hybrid. Expect the same 242bhp powertrain as the PHEV Leon. The vRS is also likely to be offered in conventional petrol and diesel forms. It will again offer class-leading space and versatility, thanks to an estate option, alongside value, refinement and a technology overhaul.

ON SALE DECEMBER

TOYOTA GR YARIS

Okay, so it's not a hybrid, but this bonkers new-age hot hatch is a statement of intent for Toyota's exciting future. "No more boring cars," said president Akio Toyoda in 2018. Does 247bhp from the lightest production 1.6-litre engine ever made, four-wheel drive, new double-wishbone suspension and a bespoke bodyshell count? The Yaris GRMN was the first glimmer of change at Toyota, and this is the electrifying result.

ON SALE DECEMBER

FORD PUMA ST

It's not hybrid or pure electric, but Ford's next ST will rewrite the hot hatchback rulebook by bringing the raw excitement of the celebrated Fiesta ST to the small crossover class. It was always a natural fit for the return of the Puma name that once graced a low-cost but entertaining coupé. Expect a drivetrain similar in execution to the Fiesta's, with a 197bhp 1.5-litre three-pot and, we hope, some of that car's handling nous.

THE TRADITIONALISTS

ON SALE MAY

HYUNDAI i30 N

Like the standard i30, the i30 N hot hatch and i30 N Fastback will be updated. Don't expect significant power upgrades, but there could be revisions to the chassis and other efforts to make the model more engaging than rivals. Alongside this, there will be interior and exterior tweaks.

ON SALE JUNE

HONDA CIVIC TYPE R NURBURGRING EDITION

Honda will be refreshing the Civic. This will mean tweaks to the Type R, including exterior revisions and a boost in technology and perceived quality inside. But the biggest news is there will be a faster, more hardcore Nürburgring-focused special to rival the Renault Mégane RS Trophy-R.

ON SALE OCTOBER

SSANGYONG KORANDO EV

South Korean firm's new Nissan Qashqai rival is set to get a battery-electric variant in the autumn.

ON SALE OCTOBER

SUBARU LEVORG

Slow-selling four-wheel-drive estate enters a new generation with a 1.8-litre turbo motor and loads more tech.

ON SALE DECEMBER

TESLA MODEL S PLAID

As if it wasn't fast enough, Tesla aims to destroy the Porsche Taycan with a tri-motor Model S.

ON SALE DECEMBER

TESLA MODEL X PLAID

Tesla's tri-motor system is transferring across to what is already the fastest-accelerating seven-seater on sale.

OLD-SCHOOL PERFORMANCE

Hypercars from Aston Martin, Ferrari and Lamborghini will arrive in the next few years packing unfathomably powerful electrified powertrains, but if 2020's performance car launches are any guide, combustion (if it is going out) is going out with a bang. Snarling new bruisers from AMG and Chevrolet prove that the humble V8 is still capable of delivering blistering all-round performance, while Porsche is still working its flat-six magic. But this segment is about to undergo its most radical transformation yet, so the cars featured here could be among the last of their kind.

CHEVROLET CORVETTE

Chevrolet unwrapped the very first Corvette in 1953 as an attainable alternative to the ultra-exclusive exotics being produced by Ferrari, Maserati and Porsche, but never before has 'America's sports car' strayed so wildly from its 67-year-old formula.

The C8-generation Corvette ditches its traditional front-engined rear-wheel-drive set-up for a mid-engined layout that allows for what Chevrolet calls a more 'global' cab-forward stance, improved interior and luggage space and predictable handling. A thumping 6.2-litre pushrod V8 engine remains but it has been uprated to produce 495bhp in the entry-level Stingray variant – enough for a claimed sub-3.0sec 0-60mph time and some all-important tyre-warming burnouts.

Mighty pushrod V8 has been relocated

Power and poise aside, the Corvette's trump card has consistently been a price far lower than that of its European competitors and the C8 is no exception. A launch price in the US of well under £50,000 is around a quarter of that of the similarly conceived Ferrari 488 and will give the model a considerable edge

ALSO COMING

ON SALE AUGUST

TOYOTA COROLLA TREK
Japanese family hatch goes rugged with a jacked-up, SUV-inspired Trek model to take the fight to the Ford Focus Active.

ON SALE THIS MONTH

VAUXHALL CORSA
First Vauxhall developed under PSA ownership moves upmarket with mature styling and Fiesta-baiting dynamics.

ON SALE MARCH

VAUXHALL CORSA-e
Electric version of the Peugeot 208 sibling takes on Renault's Zoe with a 205-mile range and 0-31mph time of 3.1sec.

ON SALE MAY

VAUXHALL INSIGNIA
A redesigned front end and new driver assistance technology will bring the large hatch into line with rivals.

over all direct rivals when it makes its eventual European debut.

More powerful and pricier versions are to come, with a hybrid option said to offer around 1000bhp, but of particular interest is a forthcoming right-hand-drive variant (another first for the Corvette) that will seek to match the overwhelming UK sales success of Ford's latest Mustang.

BMW M2 CS

Commanding a near-50% premium over the M2 Competition, the limited-edition CS features bespoke weight-saving elements – including a plastic bonnet and carbonfibre roof – and a 444bhp reworking of the standard car's 3.0-litre straight six. The run-out model is available with a six-speed manual 'box or seven-speed auto, with adaptive suspension and M Sport seats as standard.

MERCEDES-AMG GT R BLACK SERIES

AMG's fastest series-production model yet is also the swansong for its GT flagship before the model makes the switch to an electrified four-wheel-drive powertrain in 2021. The Black Series will weigh roughly the same as the limited-run GT R Pro, but tweaks to the twin-turbo 4.0-litre V8 will boost power to nearly 700bhp, with aero and chassis modifications enhancing all-round drivability.

ASTON MARTIN VANTAGE VOLANTE

Aston Martin is going after the Porsche 911 Cabriolet with a drop-top version of the Vantage. The slightly heavier model will pack the same AMG-derived 503bhp V8 as its coupé sibling, with that car's low front grille and 'ducktail' rear spoiler also carried over. The Vantage Volante is set to hit dealerships in spring and prices are expected to start from around £130,500.

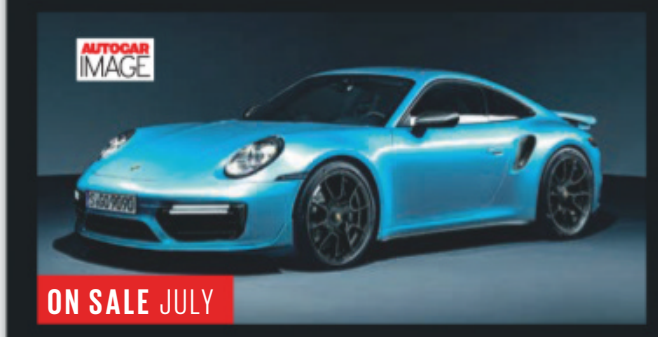
MEANWHILE, AT PORSCHE...

718 GTS

Autocar understands Porsche will bring back six-cylinder power for the 718 with a range-topping GTS that will pack a naturally aspirated engine. That should help to appease those who decried a Porsche sports car with four cylinders.

718 GT4 RS

Spotted just a day after Porsche's boss of sports cars hinted that it was in development, the 718 GT4 RS is a feistier take on the acclaimed GT4. Powertrain mods are unconfirmed, but bodywork additions hint at some serious track potential.



911 TURBO

The new 911 Turbo will be a faster and pricier variant of Porsche's flagship sports car. It's likely to be powered by a 3.8-litre flat six with roughly 600bhp and be capable of more than 200mph.

911 GT3

This track-focused machine will feature the same naturally aspirated 4.0-litre flat six as the limited-run 991-series 911 Speedster, an optional manual gearbox and an innovative suspension set-up.

VOLKSWAGEN T-ROC CABRIO

Only mainstream open-air crossover sports two fewer doors and a longer wheelbase than the hard-top version.

VOLVO XC40 PHEV

Plug-in hybrid compact SUV can cover 29 miles in electric-only mode and is available from £40,905.

VOLVO XC40 RECHARGE

Swedish brand's first EV offers at least 248 miles of range and a new Google-developed infotainment system.

WIESMANN SPORTS CAR

The cryptically named 'Project Gecko' will pack BMW M power and be constructed from lightweight materials.

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Use it or lose it

Land Rover stopped making the Defender in January 2016 and I think Steve Cropley's "outrage" (My Week in Cars, 4 December) about Jaguar Land Rover losing its attempt to copyright the Defender design is unfounded.

JLR didn't want to use it and has only thought to use its name on a luxury SUV nearly four years later.

'Use it or lose it', I would say. Ineos will have a great start with its new Grenadier Utility Vehicle to use a design shape as practical as the boxy shape of the old vehicle.

So I'm delighted with the decision, as JLR has wasted its chance to keep the old customer base supplied with utility vehicles. Good luck to JLR with the new Defender and all the new Tarmac-based customers.

Alex Sinclair Maddocks
Aberdeen

In defence of McQueen

Matt Prior describes Steve McQueen as "apparently an unpleasant man so is no hero of mine" ('Our favourite car movies', 11/18 December). I would take issue with that. Peter Sadler and I were driving a Ford GT40 at Le Mans in 1969 and spent quite a bit of time with McQueen, who was there to scout for filming shots for 'Le Mans'. He was friendly, modest, hard working and very enthusiastic.

He no doubt had his demons, but it is unfair of Matt Prior to dismiss him so casually. I am sure that all those who met him at that 1969 race had a quite different opinion.

Paul Vestey
Via email

Can they be of assistance?

In October, I changed my Mini Cooper and Mercedes SLC 300 for a Mercedes A220 and the hoped-for arrival of a Morgan Plus Six this year. The A220 is a truly excellent car to drive but the enjoyment is compromised by the fitment of various high-tech systems, such as lane assist and distance assist.

The distance assist warning bleeper goes off frequently, being triggered by road furniture, blades of grass on country lanes, pedestrians on the pavement and even, apparently, nothing at all on empty roads.

Lane assist should stop me drifting across markings on the road but can be confused by other markings, with alarming consequences.

Both these systems will apply the brakes if the car thinks it is necessary, even if the driver can see that it isn't, and while it is possible to turn off lane assist, distance assist is unavoidable.

It is not difficult to imagine how a sudden and unforeseeable application of the brakes could cause problems for the driver or other road users. These systems are heavy-handed, crude and unnecessary. Thankfully, Morgan's Plus Six has none of them.

John Solomon
Andover, Hampshire

Steve McQueen was modest, says Paul

LETTER OF THE WEEK

Fan of the fan car

Gordon Murray's T50 looks tantalising and a genuinely different take on the supercar template. (One would expect nothing less from him.) As Autocar already identified, comparison with the 1978 Brabham BT46B grand prix car is inevitable. The Murray-designed BT46B dominated on its first outing, at that year's Swedish Grand Prix, and winner Niki Lauda said: "It was the easiest win I ever had. You could do anything with that car." Other teams were up in arms, amid fears of a massive escalation in cornering speeds, and team owner Bernie Ecclestone withdrew the car (although the BT46B was never actually declared illegal).

What was lost in all this controversy was a secondary objection that the BT46B tended to hoover up all track detritus and spew this out in the face of any following cars. Is this a problem the T50 will encounter? With dashcams now fitted to many cars, could the lucky owners of Murray's brilliant car be facing nasty insurance claims? Surely, Murray has thought this through. His solution will be interesting.

Gareth Tarr
Chertsey

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Sell to the right buyer

"Diesel will always beat petrol in any efficiency drive," says Jesse Crosse (Under the Skin, 11/18 December). Although it clearly seems to be the case and the latest versions are very clean for particulates and oxides of nitrogen, diesels run clean only once warmed up. Also, it still seems that the regeneration of the particulate filters requires more routine higher-speed driving than is possible in urban environments.

Even where diesel cars are sold to businesses for longer journeys, when they are sold on, their secondary use may be for shorter journeys away from motorways and fast A-roads. The case for diesel would be improved if they were sold strictly where appropriate.

Sight of a Cavalier SRi 130 pleased Ben

It is difficult. Fuel consumption from petrol engines in mid to large SUVs seems to be well down on diesel because petrol engines do not deal well with weight or poor aerodynamics.

As we approach Euro 7 emissions regulations, it's surprising that air pollution from vehicles is still poor. Matching engine types to users' needs and usage patterns is probably an area to be pursued further.

Mark Atkins
Via email

Locked out

I agree with David Gee (Your Views, 11/18 December). Many cars will be scrapped in the future when structurally and mechanically sound because of electronic problems that are uneconomic to repair. The advent of autonomy will make the problem worse. A fault on your central locking or cruise control you can live with, but autonomy functions such as mandated city braking and lane keeping will have to work properly.

Then again, David will not have to worry about his 15-plus-year-old car having electronic problems because he will not be able to get in it or start it. This madness of opening and starting your car by phone will stop him. Will car makers be willing to keep updating the needed phone app for 12 years or more? After 10

years, you are going to have to carry a second old phone just to open and start your car. When that expires, you are snookered.
Tim Grundey
Inverurie

Retrofit for purpose

I have a number of cars, both petrol and diesel. I wonder if the solution for us owners, rather than sell and buy a new car, is to have our cars converted to the lower-emission standards and registered with the DVLA, via the MOT system, as legal in the emission zones.

I'm not sure this is reasonable or technically doable. It just seems to allow us to avoid the expense of buying new cars. I'd welcome comments.
Terry Gazzard
Via email

No truck with the law

Is the proposed Tesla Cybertruck even remotely legal? Vehicle manufacturers have to design within a complex framework of legislation to do with corner radii and passenger impact zones as well as bonnet height. There is nothing on the Cybertruck that I can see as being legal in its design as it stands.
David Power
Uxbridge

Cavalier attitude

It was lovely to see the Vauxhall Cavalier SRi 130 in Auction Watch (4 December) but you are a bit wrong chronologically with its arch-rival. It was actually the Ford Sierra hatch and Sapphire saloon, (the Cortina rivalled the previous rear-drive Cavalier) and my dad had one: a 1988 Sapphire 2.0 GLS with boot spoiler.
Ben Marshall
Liversedge, West Yorkshire

Jaguar Bland Rover

The Jaguar F-Type facelift: what were they thinking? Did nobody, even in the back of the design review meetings, ever tentatively raise their hand and ask: "Why are we doing this?" This new version is just Bland with a capital B and they have really taken away what character it had.
John Miles
Via email

Does the Tesla Cybertruck meet current legislation?

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 8 JANUARY

What to do in 2020 – and what's going to happen

Our writers fill your 2020 wallchart with things to do in the motoring year ahead – and stick their necks out on what the big stories will be

The race to 1000mph

Matt Prior's in-depth technical look at Bloodhound after 628mph run

Cars in the modern world

Steve Cropley visits the V&A's extraordinary new car exhibition

EVERY WEEK

Land Rover Discovery Sport

Seven-seat 4x4 has been substantially overhauled. We rate it

Porsche 911 Carrera

The new 911 in its purest form. How good is it when everything is stripped back?

Lancia Delta HF Integrale

Make this the year you buy the '80s hot hatch icon you've always wanted

SUBSCRIBE autocar.co.uk/subscribe or see p22

CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

FORD RANGER RAPTOR

HONDA CR-V

MG ZS EV

RENAULT MEGANE RS

SUZUKI JIMNY

TOYOTA COROLLA

HONDA CR-V HYBRID

Our petrol-electric Honda departs after six months of hard labour with a busy videographer. Did it rise to the challenge?

McCabe found the CR-V smooth and undemanding to drive

FINAL REPORT **MILEAGE** 7279

WHY WE RAN IT
To see if the world's best-selling SUV is still as comfy, refined, spacious and dynamically competent in hybrid form

Blessed. It was the cringeworthy hashtag of 2019, sprayed without irony all over Instagram or whichever social media platform you find yourself on. In this job, we *are* blessed. Blessed, because we get to drive all manner of cars, and it's something we don't take for granted. There's a strange phenomenon that comes with this territory, though.

Occasionally, at a fuel station, we might be filling up the tank of a fresh set of wheels and attract the attention of a fellow petrolhead. Inevitably, she or he wants to know what size engine it's got, what's the mpg and how I, lowly videographer, could possibly afford one. Meekly explaining that I don't own it, I'm always happy to oblige as far as my knowledge will stretch (not that far – see 'lowly videographer', above) and let the intrigued party poke around inside.

It has happened to me in Porsches, Lamborghinis, all manner of exotica. But I didn't expect it in the Honda CR-V Hybrid. That's not because it's not a supercar, but I think I underestimated the level of interest in this car. That's my fault because, as I wrote six months ago in the opening report of this test, the CR-V is the biggest-selling SUV in the world. Perhaps I should have foreseen the interrogations coming my way on forecourts up and down the country.

An HGV driver stopped me at the pump on a foggy night last month and asked if the hybrid version was the one to go for. He'd had every generation of CR-V to date and was just picking which to go for next. And I suppose, after six months, that's what I'm here to answer.

There's undoubtedly a lot of merit to the hybrid derivative. It's smooth to drive, with its mind-boggling eCVT gearbox. The torque from the electric motor gives you loads of response from low revs, so it's easily brisk enough for most situations. And it's also a peaceful place to be at low speed around town.

This all contributes to a massive feel-good factor about the car, silently sharking into multi-storey car parks and knowingly not pumping out as much CO_2 as in similar-sized SUVs.

A real-world average of 39.1mpg beats the petrol version, too. Is it by a big enough margin to justify the extra up-front cost? That depends on your mileage, but I was a little surprised that the hybrid didn't

Instrument display can be configured to suit your preference

It's a handy car in town, where EV mode is a real boon

Its looks may not seduce you but its ease of use might

TEST DATA

HONDA CR-V 2.0i-MMD HYBRID SR eCVT AWD

MILEAGE	
At the start	816
At the end	7279
PRICES	
List price new	£34,470
List price now	£35,570
Price as tested	£35,320
Dealer value now	£31,680
Trade value now	£28,510
Private value now	£26,785
OPTIONS	
Pearlescent paint £850	
FUEL CONSUMPTION AND RANGE	
Claimed economy	38.7mpg
Fuel tank	57 litres
Test average	39.1mpg
Test best	44.3mpg
Test worst	33.9mpg
Real-world range	490 miles
TECH HIGHLIGHTS	
0-62mph	9.2sec
Max power	143bhp (petrol), 181bhp (electric)
Max torque	129lb ft (petrol), 232lb ft (electric)
Transmission	eCVT automatic
Boot	497 litres
Wheels	18in, alloy
Tyres	235/60 R18
Kerb weight	1672kg
SERVICE AND RUNNING COSTS	
Contract hire	£362.98 pcm
CO_2	126g/km
Service costs	None
Other costs	None
Fuel costs	£799.54
Running costs inc fuel	£799.54
Cost per mile	12 pence
Depreciation	£5960
Cost per mile inc dep'n	£1.04
Faults	None
PREVIOUS REPORTS	
26 Jun, 3 Jul, 31 Jul, 14 Aug, 25 Sep, 2 Oct, 16 Oct, 30 Oct	

LOVED IT

SILENT RUNNING IN EV MODE

Low-speed motoring with no engine noise was a joy – especially knowing there were no tailpipe emissions.

USEFUL DRIVER AIDS

The effective lane keep assistance system helped to take the stress out of long journeys.

TAKING CONTROL

I enjoyed the drama of pulling race-car-style paddles just to increase the regenerative braking.

LOATHED IT

CONFUSING INFOTAINMENT

I couldn't programme my brain to operate the radio menus on the entertainment screen.

UNCOMFORTABLE SEATS

My spine didn't suit the lumbar support on offer, although other drivers fared better.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

> "To drive, the CR-V Hybrid is remarkably unremarkable. In a really good way"

do even better mpg. Still, electric technology is heavy and I reckon you could improve on my average if you did shorter journeys that made more use of the EV-only mode.

To drive, the CR-V Hybrid is remarkably unremarkable. In a really good way. When you consider how complex this powertrain is, it's a feat to have such a serene and 'normal' driving experience. Once used to the regenerative braking, controlled by paddles on the steering wheel, it all becomes second nature very quickly.

The steering is calm and precise and the ride is comfortable. The lane keep assistance and adaptive cruise control are excellent, too.

However, one major downside to the CR-V Hybrid, as was pointed out to me by many readers, is the car's braked towing limit of just 750kg. If hauling is important to you, then you'll be miffed that there's no diesel in the current-generation CR-V line-up. Some readers certainly were.

My own personal gripe was the driver's seat. It's just too wide for me and, even though it had lumbar support, I struggled to get really comfortable at any point during my time with the car. But that's me, because not all bodies are as punished as that of the videographer, so I'd recommend you take a test drive to make up your own mind. Certainly, some of my colleagues weren't as bothered as I am.

The infotainment system is also a niggling point. The sat-nav works fine but there are just too many menus and you feel like you always have to press an extra button to change radio station or do simple tasks. It wouldn't stop me from buying the car, but its layout is worse than a fair few rivals'.

As an SUV, the CR-V does a lot right. Boot space is plentiful: I spent countless days on shoots with the car full of cameras and took it on a surf trip packed to the rafters. There were days out when I chucked my bicycle in the load bay rather than bothering with a bike rack. Meanwhile, the room in the back seats was also ample enough on long journeys for adults to relax and even sleep. There are USBs back there, too, and climate control. All of the mod-cons.

So the CR-V Hybrid ticks a lot of on-trend boxes. Electrification: check. SUV: check. EV mode: check. And it ticks these boxes with the accomplishment of being the best-selling SUV in the world. To have spent the past six months in it, I feel totes #blessed. Or something like that.

MITCH McCABE

SECOND OPINION

The CR-V takes time to get under your skin. It fails to impress on the style front, inside and out, compared with rivals but it majors on smoothness, solidity and practicality – namely, the stuff that matters to many. But Honda needs to get with the times where its dated infotainment is concerned. **LA**

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TOYOTA COROLLA

Familiarity breeds content in the easy-going Corolla – apart from a few niggles

MILEAGE 4843

WHY WE'RE RUNNING IT
To find out if the reborn, revamped Corolla can cut it with the best in the hugely competitive family car class

The Corolla has become an understated star of the Autocar fleet. It's far from the grandest or flashiest machine in our car park, but its relaxing and efficient demeanour makes it an easy car to spend time in and it has become a popular choice for long motorway journeys.

Interestingly, it seems we're not alone. Since running the Corolla, I've heard from two readers who picked one to replace diesel-powered BMWs (a 520d and 320d Touring). Both admitted that going from a BMW to a Toyota might seem a strange move, but they were high-mileage drivers drawn in by reduced company car tax (due to lower emissions) and lower potential running costs.

Winning over owners of premium-badged cars demonstrates the success of the Corolla – but it also shows the sort of machines that it might be judged against. And while our overwhelming impression is one of quiet contentment with the car, it did make me think about some of the minor irritations and foibles that have emerged as the miles have racked up. So, in the spirit of clearing the air for the new year, this seems like a good time to run through them.

Infotainment and reduced boot capacity are in the 'against' column

One of the best bits of our Corolla is the latest version of Toyota's hybrid powertrain, which uses a 2.0-litre petrol engine. It's great, a step forward from the 1.8 version used in the Prius (and also available in the Corolla) and a really refined, economical powertrain... but there's a catch: having that bigger engine means there's less room in the boot.

In the 1.8, the battery used to store energy for the hybrid unit sits with the engine under the bonnet. But because the 2.0 engine is physically bigger, the battery simply doesn't fit. So Toyota has put it in a space usually used for the boot. That means the boot has a raised floor and reduced space, with 313 litres of storage to the 361 litres of the smaller hybrid.

There's still a decent amount of storage space but it does mean the Corolla is lacking compared with class rivals and those who often lug large loads might struggle a bit. The raised floor also makes it frustratingly shallow, as I discovered recently when attempting to stack several boxes of academic journals and paperwork (long story).

Although smaller boots are common on some plug-in hybrid variants, the trade-off with those is the electric-only running and extra economy. There's no such reward for the compromise with the Corolla.

The other source of our frustration is the Corolla's infotainment system. It's not terrible, but it features a number of minor interface niggles that add up. One example: you can store only six radio presets. If you then opt to scroll through the available DAB stations, they appear in a random and often changing order.

Another frustrating design flaw is found when typing postcodes into the navigation system. For some reason, numbers are on a separate 'keyboard', which can be found only by going through a sub-menu. Thankfully, I spend more time listening to podcasts than the radio, although the Bluetooth interface is also somewhat frustrating.

I've experienced similar irritations with other firms' infotainment systems, but with those, I've been able to plug in my phone and use Apple CarPlay, which offers an improved and more intuitive experience. Except CarPlay doesn't work on my Corolla's infotainment, so I'm stuck with Toyota's system.

The good news is that new Corolla models are now being sold with an updated infotainment that is compatible with Apple CarPlay. Hopefully, the update will be offered to current Corolla owners.

Still, the fact that Toyota has upgraded its infotainment system should be welcomed, a positive sign it is refining the edges of the Corolla where it can. That will be key to ensuring it can keep new buyers used to cars with more upmarket badges on board – and in a state of quiet, understated contentment.

JAMES ATTWOOD

LOVE IT

EASY STEERING
Handling isn't the sportiest but it's consistent and pleasingly effortless to position the car on the road.

LOATHE IT

REVERSING CAMERA
Useful but prone to getting dirty very quickly in winter weather.

TEST DATA

TOYOTA COROLLA 2.0 HYBRID EXCEL
Price new £29,075 **Price as tested** £29,870
Economy 49.6mpg **Faults** None
Expenses None **Last seen** 4.12.19

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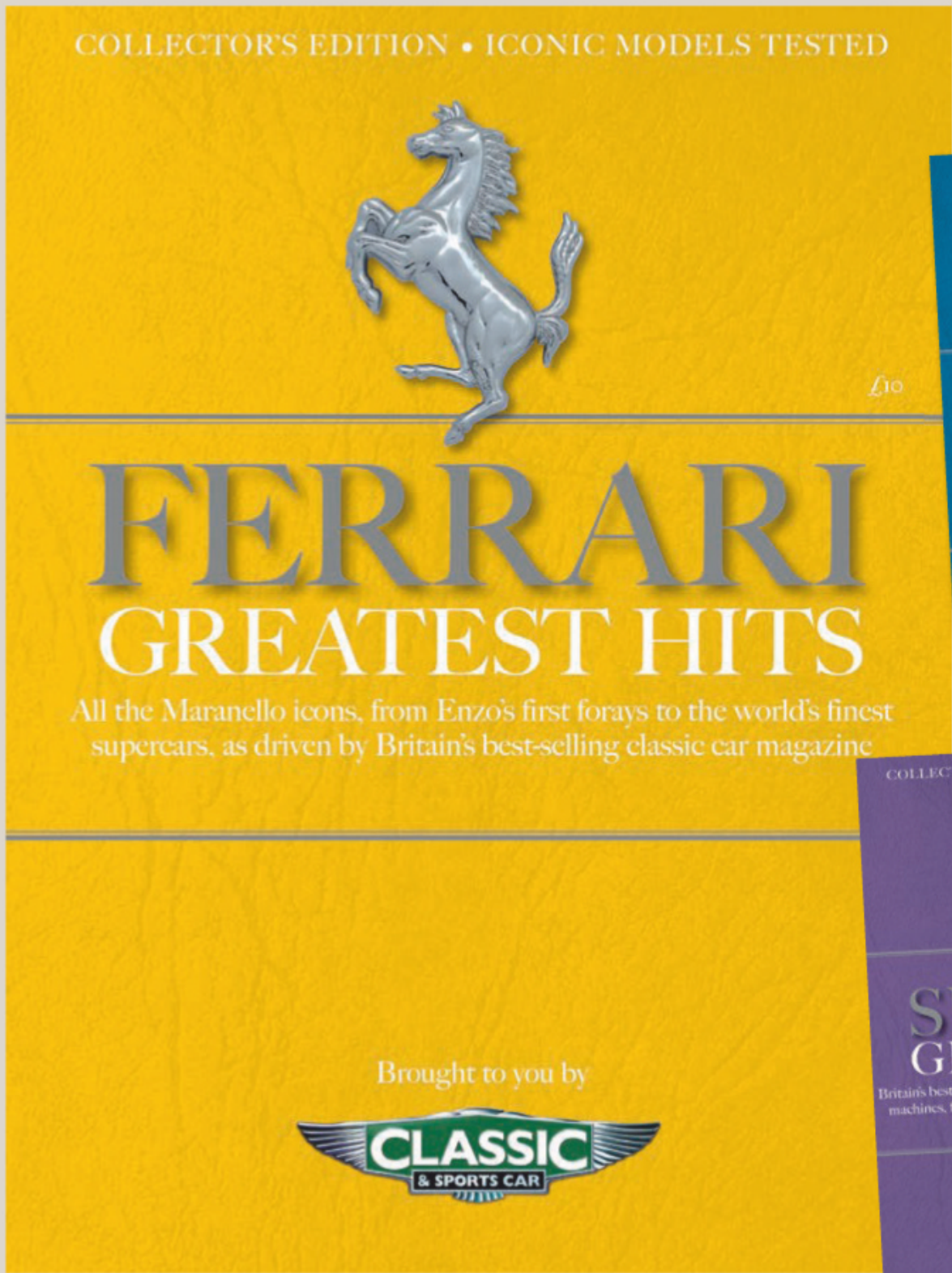
james.attwood@haymarket.com



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FORD RANGER RAPTOR

Filming a tractor at 100mph? All in a day's work for this pick-up

MILEAGE 11,200

WHY WE'RE RUNNING IT
To see if it's as capable as we think, or whether it's just silly

Pick-up's size benefits cabin space but it compromises parking options

Following an initial flurry of off-road activity, the Ford Ranger Raptor has been pressed back into more mundane service during the past couple of weeks. Which will not be uncommon for owners. The Raptor might be a rough-trail sports car but, like on-road sports cars, it'll spend most of its time doing the daily grind, with sporadic moments of showing off. Customers will expect it to be adept at both.

And it is good at the boring stuff, which is unsurprising and why double-cab pick-ups became so popular in the first place, I suppose. Owing to being bigger, the Raptor isn't quite as easy to rub along with as the Toyota Land Cruiser I was running previously because it's harder to park. I'm always seeking out a bay at the end of a row so I can squeeze as far out of other people's way as possible, and one shop local to me with a poor car park hasn't seen me for a while, but otherwise it's fine.

There's plenty of room in the cabin, both front and rear, with big cubbies for drinks and oddments. I haven't carried more than two people in the back so I'm not sure how tight three would find the cabin over distance, but this is a broad car. I like the supportive front seats, too, and the uprated interior trim with fancy contrast stitching and what looks like leather if you squint a bit, as Ford has tried to make the Raptor not just behave like it's worth fifty grand, but feel like it, too. It has succeeded well enough for me. It's winter and the Ranger has a quick-clear windscreen, after all – those feel worth fifty grand on their own on the right morning.

Where a pick-up – and not just this one – doesn't always translate to being a good passenger car is where the boot, such as it is, is massive, hard-lined and more exposed to the elements. The Raptor's load bay is covered and stays dry, but unless I have a really big bag to carry – or two videographers to perch in it while trying to chase down the world's fastest tractor (above) at 100mph – I tend to just sling bags or shopping in the rear footwell instead, where things are less likely to slide from edge to edge and spray groceries all over the place. If you want to carry four people and your weekly shop, then, it's worth bearing in mind the advantage of a normal SUV's boot instead. The load bed feels slightly less secure than a conventional boot too, although that's probably unfair. Things are out of sight, and if some oik wants to steal your things, they'll find a way to do it regardless.

There has been one problem. The capless fuel filler opening has been a bit sticky and awkward to push a filler nozzle into, which I put down to it being high mounted; but as I write, yesterday a colleague pulled a filler hose out and the assembly came with it. No fuel's leaking and, pushed back together, it should hold until the 12,000-mile service, where I'll have it checked thoroughly.

MATT PRIOR

LOVE IT

BIG PROTECTIVE BOOTS
Massive tyre size makes wheels all but un-kerbable (although I did manage it off road).

LOATHE IT

DEFAULT CHOICE
If I've unplugged my phone that I was using for audio, on start-up the stereo defaults to a radio station, and I'd prefer it to be nothing.

TEST DATA

FORD RANGER RAPTOR
Price £47,874 **Price as tested** £48,474
Faults Fuel filler nozzle disassembly **Expenses** None **Economy** 27.8mpg **Last seen** 20.11.19

OWN ONE? SHARE YOUR EXPERIENCE
matt.prior@haymarket.com

OUR CARS

Renault Mégane RS 280

MILEAGE 4916 **LAST SEEN** 27.11.19

The Mégane is feeling a bit more skittish under its wide front wheels now the ambient's dropped well into single figures, and after the lads had that track session we mentioned last time. It's still very drivable. To prove it, the family and I braved the wintry greyness for a day out at a local Renault Sport owners' club meeting recently. The turnout was good, and the cars on display even better. **MS**

MG ZS EV

MILEAGE 723 **LAST SEEN** 4.12.19

Placing the charging port behind the MG badge on the grille keeps things neat and I've had no trouble stretching the extra-long cable from the car to any charging station I've parked at. It's very low to the ground, though, and the way the cover hinges upwards obscures your vision unless you kneel down when plugging in. Less than ideal on wet days. **TM**

Suzuki Jimny

MILEAGE 9104 **LAST SEEN** 27.11.19

Winter weather wins: a small but practical advantage of the Jimny is how easily I can reach across to clear the frozen windscreen. In other cars, I often can't get to the middle; it's a different story in the upright, dinky Jimny. The heated seats, standard in our range-topping SZ5, continue to be my most used feature as we hit regular freezing temperatures. **RB**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE ALMOST BOUGHT THIS WEEK

EUNOS ROADSTER (AKA MAZDA MX-5) 1.6
A winter project, maybe? Depends how bad those rusty sills are that the seller of this 1993-reg example with 116,000 miles has admitted to. He wants £500 for it and we might spend a lot more having the body properly sorted. The engine's misfiring but fingers crossed it's just tired plugs and HT leads.

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

One-owner 2003 Fiat Punto with 74k miles is just £495

MONEY-SAVING EXPERTS

Buy cheap, keep it running for even less. Sound good? Read on

I exchanged notes with fellow Porsche owner Julian, who was interested in my recent dealership experience. The one where I spent zero pounds. Now, Julian adores his Macan to the extent that he really ought to be doing Autocar road tests, so eloquent is he on the car. Although he did find the first full, 40,000-mile service something of a shock as it topped £2000.

Maybe rather than buying cars we like, it should be about buying cars that are cheap to service, and interested companies produce stats on this all the time. Most recently, whocanfixmycar.com pitched in and its big reveal was that the Fiat Punto is the cheapest vehicle to maintain, with drivers forking out only £255 a year in repair costs, on average. It's super-cheap to buy, too, but there is a downside as they break down. I feel like we reject these out of hand every few months. An original 2003 one with the rectangular lights is what I want and I fell for a one-female-owner example with 74,000 miles. Just £495. They'd probably take a few quid off for a cash sale, too.

Next up was a Peugeot 206, which costs £283 a year to keep healthy, apparently. I would like one of those purely because they are disappearing fast and are quite pretty. Not the most reliable, but a simple little thing. A 2005 1.1 Zest three-door – an unwanted part-exchange with a solid 160,000 miles and pretty much a year's MOT – looked great in the pictures, as they always do, and £390 seemed fair enough.

There is a pattern here as the next cheapie to run is an old-style box-shaped Mercedes A-Class, which costs £289 to keep on the straight and reliable narrow. I like these as they make so much sense as a teeny family van. You need to be careful because a lot of cheap ones are a bit broken or need parts. However, a 2004 A140 Classic with 140,000 miles with history is £599.

> "I'd like a 206 because they're disappearing fast and are pretty"

The pattern is this: if you want cheap-to-run, you need to target relatively straightforward over-a-decade-old superminis.

Interestingly, number four in the list is a Citroën C4, which is old now but not especially simple. Still, a 2005 1.6 HDi SX C4 with 110,000 miles and advertised by a trader as being a good runner – so it has to be – is just £390.

The best advice remains that it's always best to steer clear of a car that was expensive when new. That means you are far better off going for Fords and Vauxhalls because there are loads around and parts are cheap. Spend less time fixing your car and spend less time in a smelly loan car.

Original A-Class: buy for £600, run for £290 a year

TALES FROM RUPPERT'S GARAGE

MILEAGE 83,993

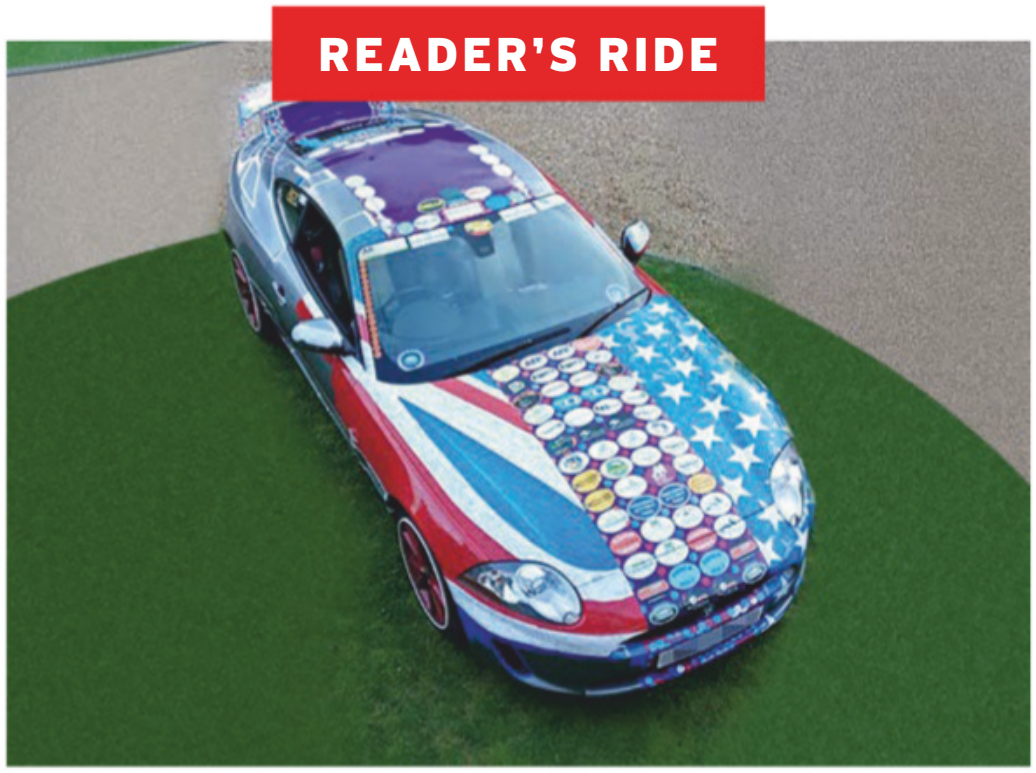
BMW 320

There we were, me and the Baby Shark, full-on bombing down the A14 when there was the most almighty and quite terrifying graunchy sound from the nearside. It initially sounded mechanical, but the wind noise was the big clue.

After 40 years together, the trim surrounding the door and rear window went its own way. At a right angle actually, until I could find a safe place to stop. Then I had to use the bootlid-mounted toolkit to separate it from the trim clip.

Do I get a panel beater involved or do it myself? This is a complete pain when there are other issues.

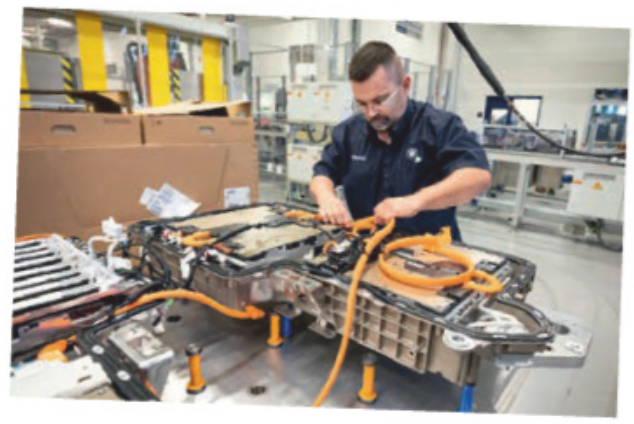
READER'S RIDE



Jaguar XK

Good to hear from Stuart, who does great work modding Jaguars and raising money for charity. He told me: "Last year's car is a 2008 4.2-litre Jaguar XK, 98,000 miles. All I have done is fit a four-pipe sport exhaust. I had it wrapped in Silk Cut-style livery but, to raise funds, I let the public and businesses cover it in permanent, coloured vinyl stickers and it raised over £80,000."
More at: justgiving.com/fundraising/sherwoodjaguarracing

READERS' QUESTIONS



QUESTION I'm considering buying an EV, but will the CO_2 produced in making and then powering it cancel out its green benefits?

Paul Whyte, Berkhamstead

ANSWER A recent study by Imperial College London found that, including production of their batteries, EVs produce half as much CO_2 as a conventional car during their lifetime. As the UK's energy supply becomes decarbonised, this advantage will increase. Smaller EVs with smaller batteries are greenest, by the way. At the same time, a University of Liège study said an EV built and powered using 100% low-carbon energy would need to travel only 19,000 miles before it became greener than a petrol car. Green energy, in their manufacture especially, is the key to greener EVs. **JE**

QUESTION Insurance quotes for my 2011-reg BMW 523i SE span £635 to £1900. I am a 50-year-old accountant in east London, 29 years' driving, five years' no claims and no convictions. What determines the quote?

Ashar Butt, via email

ANSWER Quoting your details, plus others you gave us, but supplying a Surrey address, we were quoted a range of £306 to £1700. Regarding the cheaper quotes, AA Insurance says region is clearly a factor. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com AND READERS' QUESTIONS TO ✉ autocar@haymarket.com

AS GOOD AS NEW

VOLKSWAGEN TIGUAN

Mk2 Tiguans have been around for over three years now. **John Evans** sniffs a bargain

Take one Golf, raise it up, give it a roomier and more practical body and voilà: you've got a Tiguan. The SUV even shares many of the same engines with its hatchback sibling but optional four-wheel drive, called 4Motion, is available on most versions.

The point is, the reasons you might buy a Golf – its restrained good looks, quality build, comfortable driving experience, smooth and economical engines, good level of standard equipment and easy resale – are why you might also buy a Tiguan, plus a few more. They include extra space and a roomier boot with the possibility of sliding and folding the back seats to create a load space of up to 1655 litres.

The Mk2 Tiguan under the spotlight here was launched in 2016. Prices start at around £11,000 for a 2016-reg 2.0 TDI 150 SE with 96,000 miles, or make that £14,500 with 46,000 miles. With 148bhp on tap and at least 50mpg in everyday motoring, this model and the SE Nav version are plentiful on the used market. The standard six-speed gearbox is smooth but the DSG, a dual-clutch automatic, brings an extra level of refinement and is more economical.

Basic S trim is cheaper and still has air-con, alloy wheels and an 8.0in touchscreen but SE and SE Nav, which morphed into Match in 2018, add larger alloys, more driver aids, privacy glass and mirror linking for your phone. SE L spoons on climate control, a panoramic sunroof and a 12.3in TFT display, while top-spec R-Line adds a bodykit. You'd need to want all this stuff, though, because they're considerably more expensive than SE versions. For instance, a 2016-reg 2.0 TDI 150 SE L with 78,000 miles comes in at £15,500.

These higher trims introduce more powerful but less economical engines in the shape of the 187bhp 2.0 TDI and 237bhp twin-turbocharged 2.0 BiTDI, both with 4Motion four-wheel drive. The lesser-powered unit gets our vote.

The most powerful petrol-engined versions at this level are the 2.0 TSI 190 and 230 4Motion DSG. The 190 can do 0-62mph in 7.7sec but don't expect much more than 35mpg.

Neither is numerous on the used market and prices start at a stiff £19,500 for a 2016-reg TSI 190 R-Line DSG with 80,000 miles.

Lower down the power chain are the 123bhp and punchier 148bhp 1.4 TSI petrols. They're reasonably plentiful, with the 148bhp model being a good choice if you live near a city threatening a diesel ban. Prices are from around £15,500 for a 2016-reg 1.4 TSI 150 SE Nav with 32,000 miles.

In 2019, these petrol models were replaced by slightly more economical 1.5 TSI Evo engines. Later the same year, the low-power and extremely rare 113bhp 2.0 TDI 115 was ditched in favour of a 113bhp 1.6 TDI.

Us? We'd go for a 2016-reg 2.0 TDI 150 or 1.4 TSI 150 in SE Nav trim and enjoy the Golf life with a better view and a bigger boot but about the same fuel economy.

TOP SPEC PICK

R-LINE

New, this spec takes Tiguan prices to silly heights but that's why you're buying used, when you can enjoy its bodykit, 20in alloy wheels and Active Info Display for less money.

Think of it as a high-rised Golf with even more practicality

FAMILY-FRIENDLY EVs BEST LEASE DEALS

JAGUAR I-PACE EV400 S

£3037 deposit, £506 per month, 36 months, 8000 miles per year

Not just an EV with a useful 292-mile range on the WLTP cycle, this is also a luxury SUV with futuristic looks and entertaining handling. Visibility could be better and it's noisier than some but it's a top choice.

MERCEDES-BENZ EQC SPORT

£5196 deposit, £866 per month, 36 months, 8000 miles per year

Mercedes' traditional virtues – including a comfortable motorway ride, hushed cabin and decent infotainment – are all present and correct. It's a pity it's not more fun to drive. The 259-mile range trails the I-Pace's, too.

AUDI E-TRON 55 QUATTRO

£4133 deposit, £689 per month, 36 months, 8000 miles per year

What it lacks in range (255 miles) and driving excitement compared with the I-Pace, the E-tron makes up for with its comfortable ride and spacious, beautifully built interior. It's also smooth and quiet.

NEED TO KNOW

- The optional Dynamic Chassis Control system will have cost the first owner around £800 and is worth seeking out. It offers three ride settings: Sport, Comfort and Normal. Comfort mode takes the edge off the slightly firm suspension, especially at low speeds around town on poor roads.
- SE spec goes one better than basic S by enabling smartphone mirroring in the touchscreen display. For the best media set-up, look for Discover Nav Pro plus the optional Volkswagen Media Control.
- Some owners have complained about issues with the DSG gearbox so be sure to check that changes are smooth and quiet. Pulling away can be a little jerky even with a healthy 'box but that's more an issue with throttle control.

OUR PICK

VW TIGUAN 2.0 TDI 150 SE NAV

With decent economy, a good specification and prices from £11,500, this mid-spec version is the best all-rounder. If you need four-wheel drive, there's a sprinkling of 4Motion versions.

WILD CARD

VW TIGUAN 2.0 BITDI 240 4MOTION R LINE DSG

This is the fastest diesel version of the Tiguan. It has 237bhp on call and can crack 0-62mph in 6.5sec. Prices start at around £24,000 for a 2017-reg example with 40,000 miles and all the trimmings.

ONES WE FOUND

- 2016 Tiguan 2.0 TDI SE, 96,000 miles, £11,000
- 2017 Tiguan 2.0 TDI SE Nav, 58,000 miles, £15,495
- 2018 Tiguan 1.4 TSI SE Nav, 17,000 miles, £18,299
- 2019 Tiguan 1.5 TSI Evo Match, 3000 miles, £22,750

We reckon SE Nav (pictured) offers the best value

Tiguan is civilised, easy-going and viceless to drive

NISSAN LEAF ACENTA 110KW

£913 deposit, £304 per month, 36 months, 8000 miles per year

This entry-level Leaf can manage only 168 miles on a charge but what value for money it is. It's a spacious EV with a big boot and, being a veteran of the EV scene, is packed with thoughtful touches.

VOLKSWAGEN E-GOLF

£1606 deposit, £268 per month, 36 months, 8000 miles per year

Great to drive, well equipped, spacious and with a mature character that sets it apart from other family hatchbacks, the e-Golf is a well-rounded EV but has one drawback: its very modest 144-mile range.

HYUNDAI IONIQ PREMIUM

£1656 deposit, £276 per month, 36 months, 8000 miles per year

Not the sexiest electric car but one of the most competitive in terms of value for money and, crucially, range. It can travel up to 193 miles, which ought to be enough for most undemanding drivers.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

SPORTS CAR IN A GT BODY

Porsche Panamera 4.8 GTS PDK £32,950

Welcome to our five used dream machines of 2020, leading with this, the first-generation Porsche Panamera. There are stacks of diesels around and terrific value they are, too, but as oil-burners continue to get the cold shoulder, how about a petrol one? A rare GTS caught our eye. Based on the naturally aspirated 4.8 S but with more power and torque (424bhp and 383lb ft) for 0-62mph in 4.5sec, sharper steering and tweaked suspension, it's possibly the best Panamera in the old-model line-up and slots between the 4S and Turbo.

Our find is a 2012/12-reg with just 46,000 miles, and 'one lady owner'. (Surely, that's sexist. I mean, are we saying ladies don't know how to give a car a proper workout?) Anyway, it sounds like a good 'un, especially since it has full Porsche service history and is stacked to the roof with options. It's £32,950 compared with an original new price of £91,000, so not a bad saving.

It's a pre-facelift model but more important, being a post-2011 4.8, it's likely to be free of the bore wear issues that afflicted earlier engines.

Used first-generation Panameras like this are tempting old things but very specification and colour sensitive. Our example, in white with upgraded 20in alloy wheels and full leather interior, ticks all the boxes.

Buying tips include checking the PDK gearbox sump for oil leaks and, on air-suspended cars such as our find, that the car rises to the correct height on start-up. A coffee spill can disable the central switch control, so check everything works. If you're at all uncertain, a Porsche dealer will, for around £200, give the car a 111-point check.

JOHN EVANS

GO ON, YOU ONLY LIVE TWICE

Aston Martin Vantage 4.3 V8 £23,995

With the new Bond film slated for release this April, why not play the part with this cheap-as-(gambling) chips Vantage? It's a 2006-reg with a highish 82,000 miles but also a full service history courtesy of main dealers and reputable specialists.

WORLD-CLASS HOT HATCH

Volkswagen Golf R £13,995

One of the best hot hatches ever for less than £14,000. That's the price of this 2015/15-reg R manual with 60,000 miles. It has full service history but, as always, we'd scrutinise the service book and workshop receipts to check exactly how full.

NOW £60K CHEAPER THAN NEW

Jaguar F-Type V8 Supercharged R £31,980

The SVR is faster but try finding one, which is why we've settled for this R. It's a 2014-reg with 80,000 miles, one owner and full Jaguar service history. It looks mint, in fact almost as good as it did the day it drove out of the showroom as a £92,000 car.

WILD CARD

Bentley Continental GT V8 S £59,950

The best Continental yet, we declared at the model's launch. Our find is a 2014-reg with 35,000 miles, for sale by a top dealer at around half what it cost new. The 2300kg coupé does 0-62mph in just 4.5sec. If you have to ask what the economy is...

AUCTION WATCH

MERCEDES-BENZ S600

Old luxo barges always look mouth-watering until you pause to consider their running costs. But be brave: this 2003-reg S-Class had done just 71,000 miles when it went under the hammer, and although there's no mention of it having a full service history, it appears to have had a fettle of some sort most years. Equipment included heated and cooling front and rear leather seats, a TV, a fridge and sat-nav. It made £3816.

The S600 was powered by a 5.5-litre bi-turbo V12 producing 490bhp and today is a collector's item of sorts. Whatever, this one looks like it was a bargain.

FUTURE CLASSIC

Alpina Z4 Roadster S Price £13,500

Before BMW launched the Z4 M, Alpina snuck in with its Roadster S. It's powered by the hand-built 3.4-litre straight six from the Alpina B3 S, producing 300bhp for 0-62mph in 5.1sec. It's fitted with an uprated six-speed gearbox and suspension. Our find, a 2004-reg with 84,000 miles but little mention of service history, has the desirable Lux pack comprising leather, xenon lights and 19in wheels. We'd check for leaky dampers, the battery warning light (the alternator is exclusive and a replacement is hard to find) and a failed head gasket.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a great slice of American pie for no more than £8000.

Chevrolet Corvette £6900

Ford Thunderbird £7995

MAX ADAMS Ford's premier personal luxury car was quite a thing when it came out, although I'll admit my example doesn't quite have the shine it once had back in '65.

MARK PEARSON Everyone's idea of the all-American muscle car, my wonderfully proportioned '78 Corvette drips style. It's a drive-in diner on wheels and worth the entrance fee for its 5.7-litre V8 burble alone. To be honest, you could plant one in your front room and just stare at it: it's so long and narrow and the driver sits somewhere back there over the rear wheels. And will you look at those wheels!

MA The Corvette is a sports car in the loosest of terms, whereas mine is a supreme barge in every sense. It even has a Cruise-O-Matic automatic gearbox and an even bigger 6.4-litre engine.

MP Your Thunderbird looks a little, er, raw, Max. My car you could use every day, so long as you had access to an oil well and weren't going far. Its shapely curves are glassfibre, too, and my handsome brute even has independent rear suspension.

MA Mine has sophistication. You think Audi was first with sweeping tail-lights? Think again. The Thunderbird had sequential rear lights back in '65.

MP Hmm, Thunderbirds are go although, looking at yours, not going very far, I should think...

VERDICT

Cor, what a 'Vette. I'll take it.

JOHN EVANS

HOW TO BUY A

MERCEDES SLK 55 AMG

SOUND PURCHASE

You'll be hooked on the SLK 55 AMG as soon as you hear the glorious sound of its V8 but there's more to its appeal than that – if you can bankroll one. **John Evans** reports

You can tell a lot about a car from its seller's flower beds. Take the 2005-reg SLK 55 AMG with 90,000 miles on the clock that we found advertised for £13,995. It's a private-sale example and is photographed on the owner's immaculate driveway, bordered with neatly trimmed bushes punctuated by flowering shrubs.

So the seller is house proud. It's no surprise, therefore, to find they're car proud, too, as their ad reveals: "Always run on Mobil 1 and V-Power. All 16 spark plugs recently changed. Fully stamped service book (next service is a minor). Vario roof works properly with all seals regularly treated with Gummi Pflege."

As a buying guide to the SLK 55, this ad doesn't get much better, especially so since the seller reveals his car has had a new gearbox valve body, new engine mounts, new front wishbones, new chassis bushes and new rear shocks. We know the 55 is a heavy car and the front suspension takes a pounding, which could explain the wishbones, and we know, too, that engine mount failure is a risk with big motors. Leaky dampers and broken rear springs are an issue with all R171-series SLKs. The seven-speed gearbox is not a blameless unit, so the new valve body isn't a surprise.

It sounds extremely tempting, especially since 2005-reg 55s attract lower road tax than later cars and have better front brakes than 2008-reg facelift models. Those brakes are expensive, though, which is why the seller of the example we found has made a point of saying his car's are in good condition.

The SLK 55 AMG was launched in 2004, powered by a naturally aspirated 5.4-litre V8, producing 355bhp and driving the rear wheels through a seven-speed automatic gearbox with paddle shifts. An AMG bodykit, 18in alloy wheels, lowered suspension and quad exhausts were standard. Desirable options included a Harman Kardon stereo and Airscarf neck heating.

Another was the £4500 AMG Performance pack, featuring composite brakes, firmer suspension, split-rim alloys and a raised speed limiter (from 155mph to 174mph).

Two years later, in 2006, the hardcore Black Edition arrived with 394bhp. In addition to its wider wheel arches, adjustable dampers, dual-mode gearbox, front strut brace, buckets seats and boot spoiler, it got a carbonfibre fixed roof that yielded a 45kg weight reduction. Mercedes expected to sell no more than 100 worldwide and you're unlikely to fall over one today. That said, we found a 2007-reg example with 26,000 miles and full Mercedes-Benz service history for £27,971.

The facelift came in 2008, two years before production ceased. Visual clues are the restyled front bumper, side air vents and darkened headlights, while under the skin the model gained a quicker gearshift and a new variable steering system.

A Porsche Boxster S is a sharper drive but fire up a 55's V8 and you'll be hooked.

With AMG's 355bhp V8, the rear end is yours to command

Check the heated seats work: common fault, pricey to fix

> We found a 2007 Black Edition with 26,000 miles and full service history for £27,971

HOW TO GET ONE IN YOUR GARAGE

An expert's view

COLIN JACKSON, FOUNDER AND MD, P3 AMG

"I've owned two SLK 55s. An abiding memory is being on the Modball Rally, driving on the Stelvio Pass and chasing a mate who was in a Gallardo. I had the gearbox in manual mode, on the paddles all the way. Great fun. After 1500 miles of solid driving across the Continent, I got out fresh as a daisy. It's the 55's exhaust note I love most. But the car's comfortable, too, and so drivable. They're meant to be quite rare but we get a few in the workshop. As long as it's properly serviced, the engine is rock solid. The front suspension can get tired from the weight of the engine and the brakes take a hammering. I'd have another, though – no question."

Buyer beware...

■ ENGINE

Scrutinise service invoices for work beyond routine oil changes. There are 16 spark plugs so check they aren't due to be replaced. Breather hoses either side of the rocker covers are prone to coking up, causing uneven idling. Look for oil leaks from the cover gaskets.

■ GEARBOX

Fluid requires changing every 40,000 miles. A low fluid level will cause overheating and clutch burn. Cycle through the gears, checking for smooth and noise-free engagement.

■ BRAKES AND SUSPENSION

Inspect discs and pads carefully as replacements are very expensive, especially so on pre-facelift versions, with their larger Brembo six-pot floating discs at the front and four-pots at the rear. The heavy engine can cause the front suspension arms to wear, upsetting the handling. Bushes and shock absorbers all take a hammering.

■ BODY

Any corrosion is likely to be repair related, although on the underside, the rear subframes on some cars are showing signs of heavy corrosion, an MOT failure. Look for water ingress behind the seats and under the spare wheel. It enters via the compressed boot seal. Check the roof operates smoothly. Lack of use can cause the micro-switches to clog with dust.

■ INTERIOR

Make sure the heated seats work. Kneeling on the bases can rupture the heating elements. It's a common problem and expensive to put right. If fitted, check that the optional – and desirable – Airscarf system works. Ensure all warning lights illuminate on start-up and then go out.

Also worth knowing

Despite emitting the same 288g/km CO_2, annual road tax for SLK 55s registered before 23 March 2006 is currently £325 compared with £570 for those registered after that date.

How much to spend

£8000-£10,999

Small selection of high-mileage 55s, some of them repaired write-offs.

£11,000-£13,999

Mainly 2005-reg, most with high mileages but some 60,000-mile cars. Multiple previous keepers and some with excellent histories, although none with full Mercedes service history.

£14,000-£16,999

Excellent examples here, including a private-sale 2005-reg car with 60,000 miles and full Mercedes service history for £14,995. Also, some 2008-reg cars with full history for £15,500.

£17,000-£20,000

The best cars, including Mercedes approved used examples.

One we found

SLK 55 AMG, 2005/05, 55,000 MILES, £12,995

Tidy-looking low-mileage car with a good spec. Service history is a mix of main and specialist garages but is not described as full, which is a concern and may explain the price. For example, elsewhere, a 2008 car with 70k miles and full Merc service history is £15,500.

Thanks to Colin Jackson (p3amg.co.uk), slkworld.com

LIFE...WHERE'S THE PAUSE BUTTON?

With so many demands from work, home and family, there never seem to be enough hours in the day for you. Why not press pause once in a while, curl up with your favourite magazine and put a little oasis of 'you' in your day.

PRESS PAUSE
ENJOY A MAGAZINE MOMENT

To find out more about Press Pause, visit;

pauseyourday.co.uk

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330e M Sport	140	6.3	15.7	5.7	6.9	2.9	249	310	40.8	40/47	1660	4.10.17
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★☆☆												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-3 1.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-L S	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★½												
TD6 HSE Luxury	130	8.7	27.7	8.7	8.9	3.4	254	443	37.1	26/34	2230	12.4.17
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV ★★★★☆												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19
MINI												
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★½												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16
SSANGYONG												
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16
SUBARU												
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16
SUZUKI												
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15
TESLA												
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17
TOYOTA												
Yaris 3dr hatch ★★★½☆												
GRMN	143	6.4	15.4	5.4	9.8	2.9	209	184	27.7	27/39	1135	28.3.18
Corolla 4dr saloon/5dr hatch/5dr estate ★★★★☆												
2.0 Hybrid ST	112	8.5	22.4	7.7	4.5*	2.84	178	–	–	44/53	1537	5.6.19
GT86 2dr coupé ★★★★★												
2.0 manual	140	7.4	18.8	6.8	10.6	2.6	197	151	23.5	30/45	1235	4.7.12
Prius 5dr hatch ★★★★☆												
Business E'tion	112	11.1	32.0	10.7	6.4*	3.1	121	–	–	53/63	1400	16.3.16
Mirai 4dr saloon ★★★★☆												
Mirai	111	10.1	36.5	10.2	6.5*	3.3	152	247	22.5	44/62**	1400	27.4.16
C-HR 5dr SUV ★★★★☆												
Excel 1.8 Hybrid	106	11.6	43.5	11.9	7.3*	2.7	121	–	–	49/60	1420	4.1.17
GR Supra 2dr coupé ★★★★☆												
Pro	155	4.4	10.7	3.6	7.6	2.65	335	368	39.2	28/39	1495	14.8.19
VAUXHALL												
Corsa 3/5dr hatch ★★★½☆												
1.4T SRi VX-Line	115	11.7	45.1	12.1	15.3	2.9	99	148	34.8	37/42	1176	19.11.14
VXR	143	7.2	18.3	6.4	7.8	2.4	202	181	23.8	29/34	1280	6.5.15
Crossland X 5dr SUV ★★★☆☆												
1.2T 130 Elite	128	9.8	31.4	10.3	8.9	2.9	128	170	30.5	40/54	1199	7.6.17
Astra 5dr hatch/estate ★★★★☆												
1.6 CDTi 136 SRi	127	8.8	25.7	8.8	8.6	2.6	134	236	33.4	55/58	1350	30.9.15
ST CDTi B'tbo SRi	137	8.4	22.2	7.7	8.1	2.6	158	258	33.7	57/59	1435	13.4.16
Combo Life 5dr MPV ★★★½☆												
1.5 TD 100 En'gy	109	14.7	–	16.2	14.4	2.8	99	184	32.0	45/60	1552	27.12.18
Insignia Grand Sport 4dr saloon ★★★★☆												
2.0D SRi VX-Line	140	8.7	23.8	7.9	8.9	2.7	168	295	36.1	39/51	1507	3.5.17
Insignia Sports Tourer 5dr estate ★★★☆☆												
GSI 2.0 B'tbo D	144	8.4	23.1	7.7	9.5	2.7	207	354	38.6	36/47	1807	30.5.18
VXR8 4dr saloon ★★★★☆												
GTS-R	155	4.8	9.6	3.3	6.6	3.1	587	546	34.9	20/27	1858	10.1.18
VOLKSWAGEN												
Up 3/5dr hatch ★★★★☆												
GTI 1.0 TSI 115	122	8.5	25.7	7.8	7.6	2.8	114	147	24.7	39/54	1070	21.3.18
Polo 5dr hatch ★★★★½												
1.0 TSI 95 SE	116	10.7	34.4	11.1	12.1	2.8	94	129	27.1	43/57	1145	31.1.18
GTI	147	6.7	17.4	5.9	8.6	2.8	197	236	–	37/47	1355	1.8.18
Golf 3/5dr hatch ★★★★½												
GTI Perf. DSG	155	6.5	16.4	5.9	8.9	2.8	227	258	34.4	32/38	1402	10.7.13
GTE	138	7.7	18.2	6.1	7.7	2.5	201	258	7.6	44/45	1599	20.5.15
1.5 TSI R-line	134	8.8	22.7	8.1	9.9	2.1	148	184	28.0	40/52	1324	2.8.17
T-Roc 5dr SUV ★★★★½												
2.0 TSI SEL 4Mn	134	6.7	20.2	6.5	13.3	3.2	187	236	35.6	31/37	1495	24.1.18
Arteon 5dr hatch ★★★½☆												
2.0 BITDI 240	152	6.5	17.7	6.2	8.9	3.3	237	369	37.8	38/56	1828	27.9.17
Passat 4dr saloon/5dr estate ★★★★☆												
2.0 TDI 190 GT	144	8.7	23.6	8.1	13.1	3.2	187	295	37.9	45/52	1614	4.2.15
GTE	140	7.6	19.0	6.1	7.8	3.3	215	295	32.3	38/43	1722	7.9.16
Touran 5dr MPV ★★★★☆												
2.0 TDI 150 SE	128

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

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Q2 5dr SUV £23,395–£37,820 ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV £30,805–£47,130 ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV £36,365–£48,765 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV £42,095–£55,035 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV £54,070–£95,060 ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV £67,760–£104,990 ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé £32,140–£53,905 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open £33,890–£55,655 ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé £128,295–£154,195 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open £136,985–£162,885 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open £165,125 ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé £148,800–£159,900 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open £163,700–£176,000 ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon £234,000–£280,500 ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV £130,500–£182,200 ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch £24,430–£36,430 ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé £25,765–£53,260 ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open £28,965–£43,085 ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch £25,565–£37,550 ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV £27,470–£37,750 ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon £32,565–£48,555 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate £35,235–£48,765 ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé £34,805–£65,300 ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open £41,495–£68,720 ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé £34,755–£50,040 ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon £37,640–£98,100 ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate £39,890–£55,900 ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch £43,910–£59,010 ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon £69,565–£139,120 ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open £71,840–£107,220 ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon £69,340–£97,720 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV £28,795–£38,145 ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV £29,725–£44,235 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV £40,355–£77,190 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV £44,875–£80,110 ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV £57,640–£74,170 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV £59,340–£76,870 ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV £72,315–£90,935 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch £35,350–£37,840 ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster £115,105–£127,105 ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé £37,115–£49,185 ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

EcoSport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCi 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like S

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045-£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505-£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950-£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360-£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755-£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Renegade 5dr SUV £23,500-£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★½☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720-£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220-£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840-£28,140 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725-£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDI 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260-£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435-£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625-£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505-£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490-£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540-£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305-£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

Sorento 5dr SUV £30,225-£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345-£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900-£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000-£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155-£101,810 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655-£115,875 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575-£42,475 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745-£57,360 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150-£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895-£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270-£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145-£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

2.5 VVT-i RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595-£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

NX 5dr SUV £35,950-£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

2.5 VVT-i NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700-£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415-£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285-£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050-£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315-£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595-£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595-£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595-£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195-£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725–£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550–£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech - without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749–£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345–£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645–£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350–£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105–£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340–£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365–£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685–£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030–£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000–£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940–£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238–£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495–£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

1.5 VTI-Tech	104	108	10.4	TBC	TBC
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190–£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890–£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080–£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995–£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385–£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295–£14,020 ★★★☆☆
A straightforward hatchback - but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570–£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915–£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220–£46,060 ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775–£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more ch

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995–£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930–£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805–£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995–£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690–£14,985 ★★★½☆
Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900–£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000–£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950–£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039–£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845–£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDI 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730–£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575–£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725–£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651–£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790–£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793–£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438–£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890–£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037–£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858–£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913–£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195–£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129–£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695–£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420–£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750–£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615–£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715–£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915–£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335–£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890–£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260–£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160–£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595–£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315–£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515–£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905–£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185–£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700–£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

GREATEST ROAD TESTS OF ALL TIME

JAGUAR XJ6 — TESTED 12.6.69

When you look at the first Jaguar XJ6, you realise that the performance saloon has been around longer than you might have thought. We took a drive in the XJ6 back in 1969.

Though there were several saloons with powerful engines, none managed to give that blend of performance and comfort quite like the Jaguar XJ6. Perhaps 245bhp doesn't sound like much by today's standards, but that's exactly what Jaguar's 4.2-litre straight six produced, and all that was needed for it to be named the yardstick for saloon cars.

Our test car came with an automatic transmission from Borg-Warner, and featured independent suspension all round. The suspension did a pretty good job at providing its occupants with a smooth ride, and the levels of refinement were top class.

The handling was top class as well, with our tester noting "a distinct lack of understeer", while the steering offered quick responses and positive feel. It was easy to live with, too, thanks to a nice driving position and visibility, while rear passengers were treated with ample leg and head room. As for fuel economy, its twin fuel tanks provided a range of around 390 miles and a combined 15.2mpg.

FOR A new yardstick for saloons
AGAINST Nothing, really

FACTFILE

Price £2687 **Engine** 6 cyls in line, 4235cc, petrol **Power** 245bhp at 5500rpm **Torque** 283lb ft at 3750rpm **0-60mph** 10.1sec **0-100mph** 30.4sec **Standing quarter mile** 17.5sec, 80mph **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 120mph **Economy** 15.2mpg

WHAT HAPPENED NEXT...

In 1972, Jaguar introduced a long-wheelbase version as well as the XJ12 with a new V12 engine, with power rated at 255bhp and an increased top speed of 140mph. The XJ6's engine and drivetrain weren't major concerns but, as with many classic cars, the XJ6 was prone to rust. The most affected areas were under the windscreen and rear window.

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
SMART					
Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆ — Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg					
Electric Drive	79	81	11.5-11.8	TBC	0
Forfour 5dr hatch £21,690–£22,285 ★★★☆☆ — Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg					
Electric Drive	79	81	12.7	TBC	0
SSANGYONG					
Tivoli 5dr SUV £14,495–£21,495 ★★★½☆ — Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg					
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC
Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆ — Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg					
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC
Korando 5dr SUV £19,995–£31,995 ★★★☆☆ — Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg					
1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC
Musso 5dr SUV £25,131–£35,031 ★★★☆☆ — Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg					
2.2d 181	178	115-121	12.2	TBC	TBC
Rexton 5dr SUV £28,995–£38,995 ★★★½☆ — A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg					
2.2d 181	178	115	11.3-11.9	TBC	TBC
Turismo 5dr MPV £21,495–£27,995 ★★★☆☆ — Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg					
2.2d 178	175	108-116	TBC	TBC	TBC
SUBARU					
Impreza 5dr hatch £24,310–£25,010 ★★★☆☆ — Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg					
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC
Levorg 5dr estate £30,010 ★★★☆☆ — Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg					
1.6i	167	130	8.9	TBC	TBC
XV 5dr SUV £25,310–£28,510 ★★★☆☆ — No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg					
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC
Forester 5dr estate £30,000–£32,500 ★★★☆☆ — Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg					
2.0i 150	148	118-119	10.6-11.8	32.2	TBC
Outback 5dr estate £29,995–£33,010 ★★½☆☆ — Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg					
2.5i	172	130	10.2	33.0	TBC
BRZ 2dr coupé £27,025–£28,510 ★★★★★ — The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg					
2.0i	197	130-140	7.6-8.2	33.3	TBC
SUZUKI					
Celerio 5dr hatch £8999–£10,499 ★★★½☆ — Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg					
1.0 K10C Dualjet	66	96	13.0	58.8	TBC
Ignis 5dr hatch £11,849–£14,849 ★★★★☆ — Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg					
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC
Jimny 3dr SUV £15,499–£17,999 ★★★½☆ — Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg					
1.5 VVT	100	90	11.9	32.2-35.8	178-198
Swift 5dr hatch £12,499–£18,499 ★★★½☆ — Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg					
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135
Baleno 5dr hatch £13,249–£16,249 ★★★½☆ — Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg					
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC
Vitara 5dr SUV £16,999–£25,649 ★★★½☆ — Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg					
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174
S-Cross 5dr SUV £17,499–£26,099 ★★★½☆ — A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg					
1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141
TESLA					
Model S 5dr hatch £82,190–£96,790 ★★★★½ — Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg					
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0
Model 3 4dr saloon £42,990–£56,490 ★★★★☆ — Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg					
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0
Model X 5dr SUV £87,190–£101,390 ★★★★½ — A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg					
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0
TOYOTA					
Aygo 3dr hatch £9695–£14,595 ★★★☆☆ — Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg					
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC
Yaris 5dr hatch £13,515–£26,295 ★★★½☆ — Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg					
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC
C-HR 5dr SUV £21,880–£29,170 ★★★★☆ — Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg					
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC
Corolla 5dr hatch £21,300–£30,340 ★★★★☆ — Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg					
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89
Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆ — More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg					
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89
RAV4 5dr SUV £29,635–£36,640 ★★★☆☆ — A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg					
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC
Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆ — A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg					
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC
GT86 2dr coupé £27,285–£31,795 ★★★★½ — Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg					
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC
Supra 2dr coupé £52,695–£54,000 ★★★★☆ — Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg					
3.0i	335	155	4.3	34.5	TBC
Prius 5dr hatch £24,245–£28,350 ★★★★☆ — Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg					
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC
Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆ — Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg					
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC
Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆ — Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg					
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC
VAUXHALL					
Adam 3dr hatch £13,850–£15,700 ★★★☆☆ — Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg					
1.2i 70	69	103	14.9	43.5-44.1	TBC
Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆ — Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg					
1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC
Astra 5dr hatch £18,900–£26,030 ★★★★☆ — Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg					
1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC
Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆ — More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg					
1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC
Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆ — The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg					
1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC
Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆ — The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg					
1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC
Crossland X 5dr SUV £17,710–£23,080 ★★★½☆ — Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg					
1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC
Mokka X 5dr SUV £20,640–£25,840 ★★★½☆ — Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg					
1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC
Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆ — Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg					
1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

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Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Land Rover Defender

On the road March, price from £40,000

The wait is finally over – first examples of Land Rover's reborn icon will arrive with customers from the spring. Those will be the 90 and 110 models in certain trims, but there's more to come as Autocar understands there will be a plug-in hybrid, a bigger '130' model, an ultra-luxury version and even a sleeker-styled EV.

JANUARY
Alfa Romeo Giulia, Stelvio, **Audi** A1 Citycarver, RS6, RS7, **Bentley** Flying Spur, **Ferrari** F8 Tributo, **Ford** Puma, **Hyundai** i10, **Kia** Soul EV, **Mercedes-Benz** GLB, **Peugeot** 2008 and e-2008, **Porsche** Taycan, **Renault** Zoe, **Skoda** Superb facelift, **Vauxhall** Corsa

FEBRUARY
Aston Martin Valkyrie, **Audi** RS Q8, **Jaguar** F-Type facelift, **Kia** Xceed and Ceed SW PHEV, **McLaren** 620R, Speedtail, **Mini** Electric, **Peugeot** 3008 PHEV, 508 and 508 SW PHEV, **Renault** Captur, **Seat** Mii Electric, **Volkswagen** e-Up, Up facelift

MARCH
Alpina B3, **BMW** X5 M, X6 M, **Land Rover** Defender, **Mercedes-AMG** GLE 53 and GLE 53 Coupé, **Skoda** Citigo-e iV, **Smart** Fortwo and Forfour EQ facelift, **Uniti** One, **Vauxhall** Corsa-e, **Volkswagen** T-Roc cabriolet, **Volvo** XC40 PHEV

APRIL
Aston Martin DBX, **Mercedes-AMG** GLA, GLB 35, **Polestar** 1, **Porsche** 718 GTS, **Seat** Leon

MAY
Ford Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** GP, **Skoda** Octavia, **Vauxhall** Insignia facelift

JUNE
BMW M2 CS, M8, **Citroën** C5 Aircross, **Ferrari** SF90 Stradale, **Honda** E, **Mercedes-AMG** GLS 63

JULY
Aston Martin Vantage Volante, **Chevrolet** Corvette, **Honda** Jazz, **Jaguar** F-Pace facelift, **Jeep** Gladiator, **Lamborghini** Sián, **Lexus** LC Convertible, **Mercedes-AMG** GLE 63, GLE Coupé, GLE PHEV, **Pininfarina** Battista, **Polestar** 2, **Porsche** 911 Turbo, **Volkswagen** Golf GTE, ID 3

AUGUST
Alpina B8, **Audi** A3 Sportback, **Fiat** 500e, **Jaguar** XF facelift, **Jeep** Renegade PHEV, **Lotus** Evija, **Mercedes-AMG** GTR Black Series, **Seat** Ateca facelift, **Volkswagen** Touareg R

SEPTEMBER
Audi A3 saloon, Q5 facelift, **Cupra** Leon PHEV, **Jaguar** E-Pace facelift, **Maserati** Ghibli facelift, Levante facelift, Quattroporte facelift, **Mercedes-Benz** E-Class facelift, **Mitsubishi** Outlander PHEV, **Porsche** 718 Cayman GT4 RS, 911 GT3, **Skoda** Octavia PHEV, **Toyota** RAV4 PHEV, Yaris, **Volkswagen** Golf GTD, Golf GTI, Golf R

OCTOBER
Audi A3 E-tron, RS3, S3, **Cupra** Formentor, **DS** saloon, **Ferrari** Roma, **Ford** Mustang Mach-E, **Hyundai** Tucson, **Maserati** sports car, **Mini** Countryman facelift, **Skoda** Octavia vRS, **Ssangyong** Korando EV, **Subaru** Levorg, **Volvo** XC40 Recharge

NOVEMBER
Alfa Romeo Tonale, **Alpina** XB7, **McLaren** 750LT, **Mercedes-Benz** S-Class, **MG** HS PHEV, **Porsche** Panamera facelift, **Seat** El-Born, **Tesla** Model Y, **Toyota** Corolla GR

DECEMBER
BMW iX3, **Citroën** C4 Cactus EV, **Ford** Puma ST, **McLaren** Elva, **Mercedes-Benz** EQA, EQB, **Porsche** 911 GT3, **Rolls-Royce** Ghost, **Tesla** Model S Plaid, **Toyota** Yaris GR, **Wiesmann** sports car

Matt Prior

TESTER'S NOTES

Toyota's plan for a next-gen Aygo bucks the trend

So. New year, new you? It's a new decade, the roaring twenties, so I know it's time for a new me. More go-getting, inspired, spontaneous and lively. All starting right after a sit down with a nice cup of tea.

The problem with New Year's resolutions is, if they were really worth making, we'd have made them already. When something life-changing or profound happens, it just happens; you don't think: 'Great, I'll get right on it on 1 January.'

So though I'd like to spend less time in airports, more time working on cars and bikes, driving to Scotland more and maybe watching fewer videos of dogs, let's be realistic here.

What I won't do is make motoring predictions for 2020. Given the way our deadlines fall and my inability to get my head around them, some might appear in this issue [actually, it's next issue – Ed]. But either way, going by what we said in 2019, I'm not sure we've got great form.

Not so long ago, second guessing the industry would have been easier because, apart from the odd mega-merger every now and again, cars were easier to predict: there'd be a new one, 10% more powerful and 10% more efficient and probably a bit bigger and more expensive than the one it replaced. And that would be about it.

> "Going by what we predicted in 2019, I'm not sure we've got great form"

Today, the industry is more bewildering and harder to follow – and not just because there are about 40 Mercedes and they all look the same. Now it's more interesting to report on, more fraught and more exciting to work in than at any point, I suspect, since The Autocar's first few years – and we turn 125 later this year. Not sure how we're going to mark that yet. But if I dare predict, I think it'll be good.

■ I was very glad to read (News, 11/18 December) that Toyota is committed to replacing the Aygo city car, somehow, when the time comes. Because city cars – small, agile, light – are some of the best cars on sale.

But it's difficult to make money from them. Developing and making a small car doesn't cost that much less than making a big one, and buyers can't or won't pay for expensive fuel-saving or safety technology on them.

I think PSA, among others, feels that electrification is the city car's future, so Toyota – whose Aygo is known as the Citroën C1 and Peugeot 108 with other badges – might end up going alone with its replacement.

And a PSA answer might take a while. Citroën says the C1 replacement won't be like-for-like and that it's looking into what its city car could become.

The electric Ami One concept shows one possibility. The problem with pure electrification is that currently it's expensive, although some costs, on a pure electric vehicle if not a plug-in hybrid, can be offset via lower maintenance and repair bills – hence an electric Peugeot 208 should cost no more than a petrol one over its first three years.

Some industry executives describe mass battery-electric vehicle uptake as 'a nightmare' for dealers because it slashes aftermarket costs, which is the source of much of their revenue. And that city car owners may not have regular access to overnight charging won't help. I'd say next-gen city cars are on the cusp of being the same again only much more radical.

Lord knows I'm not making a prediction, though.

No predictions here on city-car future

GET IN TOUCH
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ESTABLISHED 1895

The Autocar

The year that was

29 January 1970

YOU'VE NOW SEEN the market shares by brand for 2019, but how did they look half a century ago?

Well, the most striking thing about the 1969 figures is just how dominant our domestic makers were. Ford now leads the UK with 10%, but back in the heyday of the Cortina, it won an incredible 27%.

And that's nothing compared with the 40% taken by Leyland's 12 marques, with around a third of those sold being ADO16 variants.

Following were Vauxhall (12%, today 7%) – which had been badly hampered by strike action – and Chrysler's Rootes Group (10%).

The leading foreign importer was Volkswagen (2.2%, today 8.6%), pipping Fiat by a mere 49 sales and Renault by 670. While the French firm now takes 2.5%, its rival has sadly sunk to just 1.5%.

Completing the 1969 top 10 were Simca, Alfa Romeo and Honda.

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DMS MCLAREN 720S (**EVO** SEPTEMBER 2018)
"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

DMS 911 TURBO (**ULTIMATE SUPERCAR** SPRING 2019)
"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

DMS F10 M5 (**EVO** DEC '15)
"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (**EVO** OCT '15)
"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (**EVO** SEPT '15)
"MORE POWER DOES MEAN MORE FUN"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI
AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ
A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE
RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
2.2 DIESEL (ALL MODELS) » 220+BHP
2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30SI6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE
991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

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Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see seat.co.uk/wltp or consult your SEAT Dealer. *20" Wheels only available in Tarraco Xcellence Lux. Model shown Tarraco Xcellence Lux.